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through Indonesia's
Ring of Fire



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enlightened design for
the 50m Heesen *Satori*



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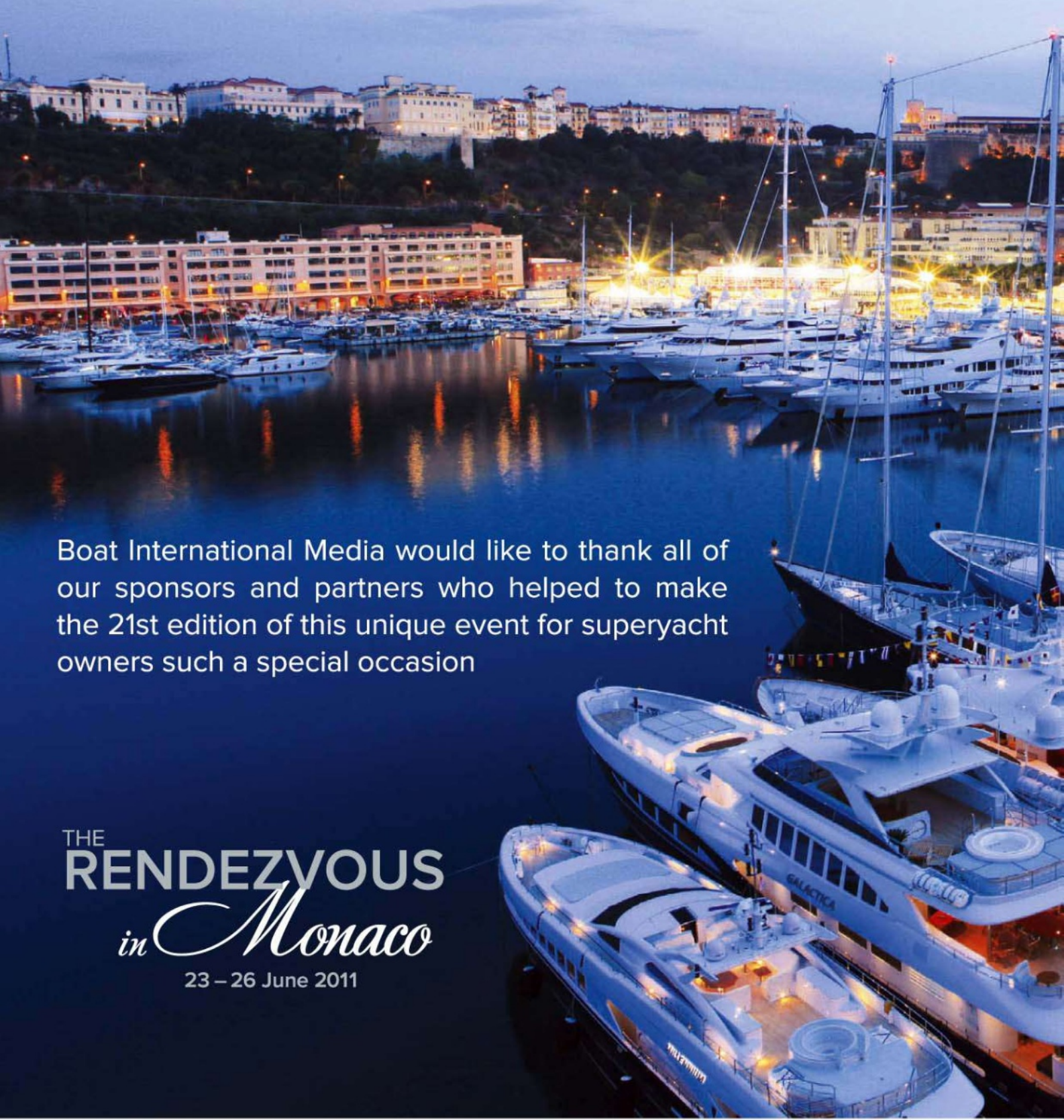




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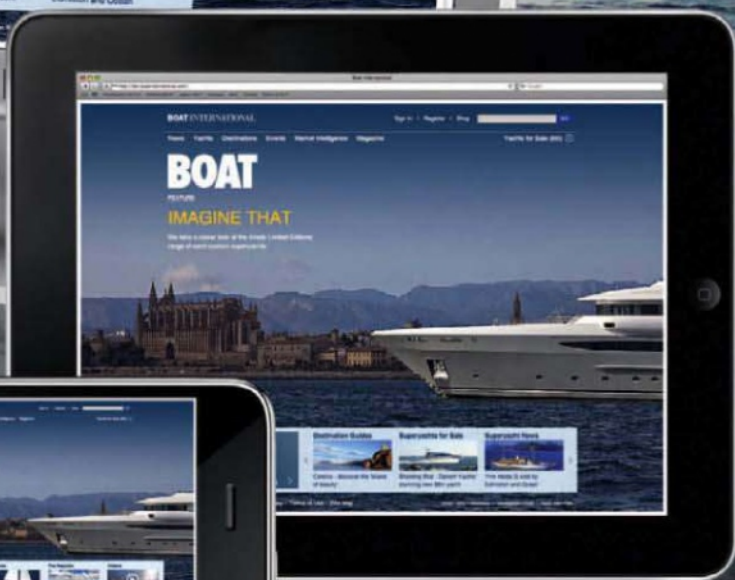
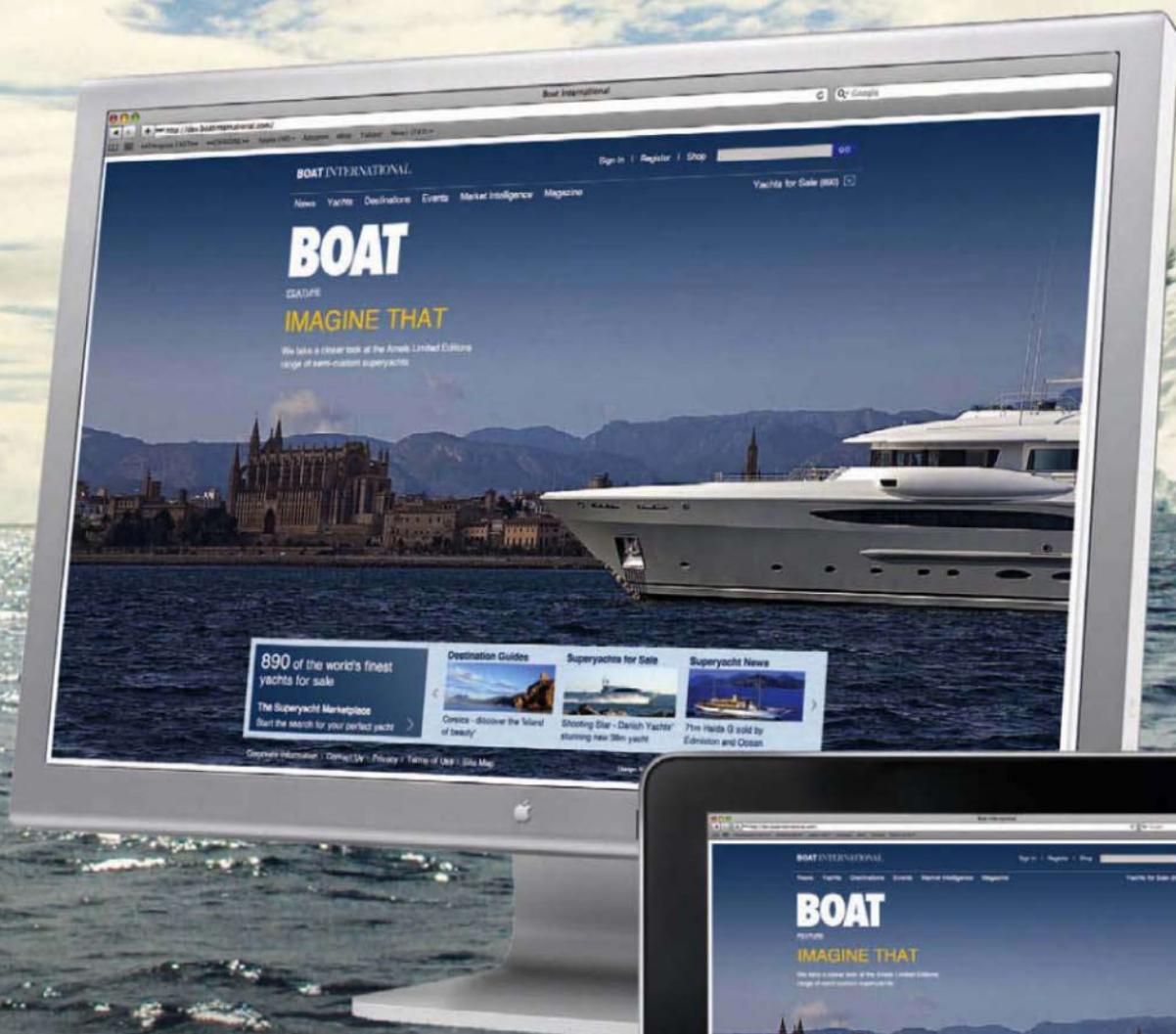
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COVER: the 95m *Palladium*
Photography: Buggy Gedlek

issue 303



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JEFF BROWN / SUPERYACHT MEDIA; LLOYD IMAGES; MARC PARIS



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Eye Opener from the Wally 130 *Angel's Share*; a portfolio of measures to reduce energy consumption; 53m Gobbi concept puts views centre stage; Sencora 52m motor yacht harnesses the speed of a sailing boat; Italian superyacht concept merges sleek styling with a displacement hull; early bird tickets for ShowBoats Design Awards

the boats

PALLADIUM

No previously published photographs of this 95m Michael Leach motor yacht do her justice. With dazzling, complex shapes and natural lines inspired by sea creatures, *Palladium* is a design breakthrough and truly a new species of superyacht

ANGEL'S SHARE

Built in 2009, this Wally 130 has been adapted by her new owners to offer fast, comfortable cruising and occasional racing, with an emphasis on simplicity and safety

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SATORI

The debut boat in Heesen's 50m semi-custom series combines tried and tested mechanics with a typically 'pure' Rémi Tessier design, to produce a very zen superyacht

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AKALAM

The living spaces and bow of 32m sloop *Akalam* are romantically retro, but this boat is the product of an innovative structural plan by Barracuda Yacht Design

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AXANTHA II

Built for long voyages, the 43m *Axantha II* is a traditional explorer-style superyacht, in which the designers have eschewed unproven gizmos to keep life on board simple and voyages uninterrupted



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KOS PICTURE SOURCE; JEFF BROWN / SUPERYACHT MEDIA; COURTESY OF MICHAEL LEACH DESIGN

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MONACO YACHT SHOW PREVIEW

The insiders' guide to this year's must-see boats, from the innovative to the gargantuan, plus an indispensable fold-out map to keep you on the right track the during the event

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RENDEZVOUS IN MONACO

This annual celebration of yachting life gathers the great and the glamorous from around the world – and this year they were treated to some particularly fine wining and dining

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THE MAKING OF PALLADIUM

Transforming Michael Leach Design's extraordinary concept into reality required courage, ingenuity and an aversion to compromise

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AMERICA'S CUP DIARY

Established teams are keeping their experienced keelboat crews and retraining them to sail the new high-tech catamarans, while those starting from scratch are snapping up Olympians and other fit young things accustomed to high-speed multihull racing

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OCEAN TRAVELLER

CRUISING IN INDONESIA

Christina G cruises an exotic island chain that has retained its distinctive and multi-faceted character despite the fame of its wonders – including Komodo dragons, volcanoes, atmospheric temples and rice paddies that seem to climb to the sky

BROKERAGE NEWS

The latest yachts sold and available to buy, including the 71m *Haida G* and award-winning 49m *Blind Date*

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MARKET ANALYSIS & INTELLIGENCE

Sales go up but size goes down as buyers opt for smaller yachts. Plus, the latest sales, orders, launches and name changes

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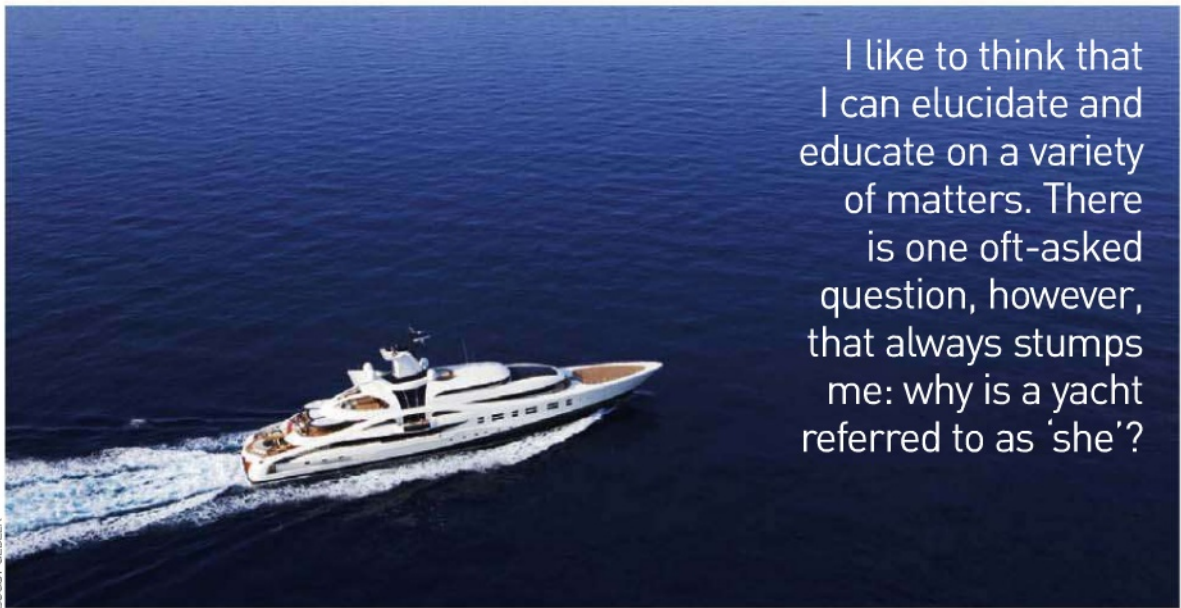
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BUGGY GEDER

I like to think that I can elucidate and educate on a variety of matters. There is one oft-asked question, however, that always stumps me: why is a yacht referred to as 'she'?



MARK SIMS

As a yachting journalist – and a lifelong passionate sailor – I have noticed that a number of laypeople seem to consider me a fountain of knowledge on all things nautical. From queries on the physics behind a sailing yacht's forward motion to puzzled probings on how one uses a yacht's head in the middle of a Southern Ocean storm (answer:

with great difficulty), I like to think that I can elucidate and educate on a variety of matters. There is one oft-asked question, however, that always stumps me: why is a yacht referred to as 'she'?

The use of the feminine pronoun stems back centuries and, curiously, also coincides with a period when it was considered bad luck to have a woman on board. Even so, no one seems to agree on exactly where the use derives. So while gazing over the eclectic mix of yachts that attended our Monaco Rendezvous in June, I set to thinking about it, and I have come up with some pointers of my own that may help explain the allusion.

First and most importantly, when you really, truly fall in love with one you know you have to have her, even though you know she's going to cost you all your money and take up all your time.

Then there is the question of looks. Some yachts have svelte lines and classic curves, with elegant stems and pert aft ends, while others are altogether heavier built with generous proportions and stacked uppers. There are yachts that glide effortlessly with little more than a whisper, and others with big

engines that are loud and raucous (they're the ones that tend to drink more). If you find one you like but don't keep an eye on where you're going, you can easily end up on the rocks, but if you look after her properly she can provide you with a lifetime of pleasure.

I could go on. But the fact that there is such a diverse array of yachts out there confirms one thing – that beauty, as with many things, is in the eye of the beholder. Just take a look at the yachts in this issue, from the sumptuous curves of *Palladium*, the divine lines of *Angel's Share* and the rugged looks of *Axantha II*, to the inner calm of *Satori* and the illuminating soul of *Akalam*. Each is distinct, with her own character and purpose.

There can be no better demonstration of this than the annual Monaco Yacht Show, held in the principality in September, so we have also scoured the provisional list of yachts appearing at this year's show to select 25 sirens that should be on your to-see list, from F-Class classic beauties to contemporary explorer chic. You can find our picks on page 89.

There is, of course, another key trait that all yachts share with their human female counterparts. Us men may like to think we're in control, but the reality is very different. For without them, we'd all drown.

Tim Thomas

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Published monthly

Issue 303 • SEPTEMBER 2011

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Boat International (ISSN 0264-9136) is published monthly. Periodicals postage paid at Rahway NJ.
US agent: Mercury International, 365 Blair Road, Avenel, NJ 07001, USA.
Postmaster address changes to Boat International, 365 Blair Road, Avenel, NJ 07001, USA.

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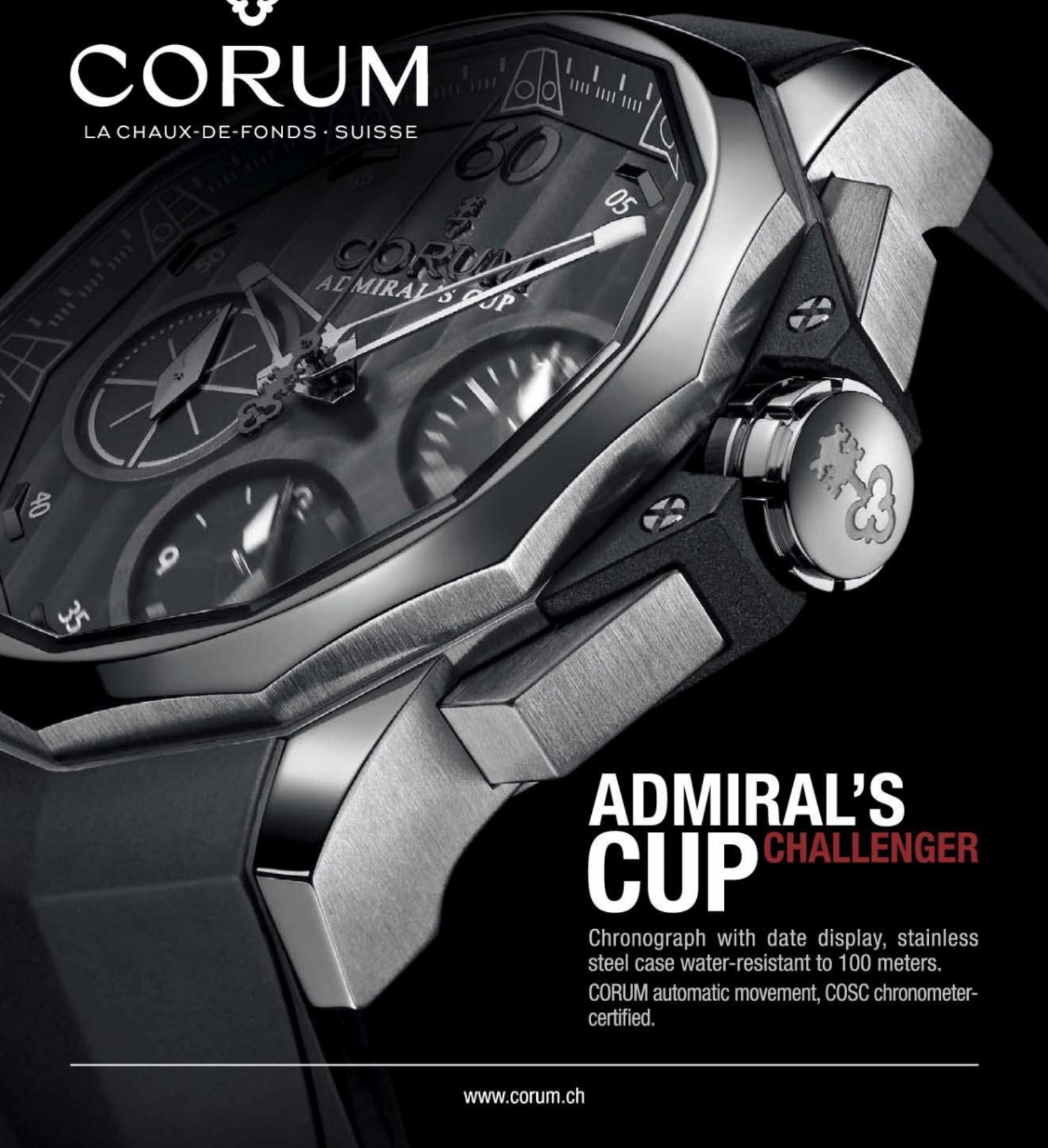
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INTERNATIONAL MEDIA

Published monthly

Issue 303 • SEPTEMBER 2011

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LAUREN BECK Monaco

Give a cook a basket of assorted ingredients; they'll deliver an amazing meal. I stood by as chefs demonstrated their skills at the Monaco Rendezvous' chef competition, watching plate after plate being ushered to the table. I was only lucky enough to observe the preparation, however, relegated to catching mere whiffs of the tasty concoctions...

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OLIVER DEWAR UK

Appearances can be deceptive: retro-classic in her looks, the 32m *Akalam* has space and performance equal to much larger yachts. Hidden out of sight, there is some innovative design that allows an astonishing 26 windows in the yacht's hull.

page 190



ANDREW RICE UK

The first event of the America's Cup World Series in Portugal is fast approaching. While established teams are keeping their keelboat personnel and retraining for a new format in fast cats, the start-up challengers are recruiting Olympic sailors. This new breed might have little experience of the Cup, but they have grown up racing high-performance boats. The AC45 catamaran is an obvious next step for this younger generation.

page 62

While established teams are keeping their keelboat personnel, the challengers are recruiting Olympic sailors

JAN-ERIC ÖSTERLUND Indonesia

Bali touches all your senses. It is a peaceful Hindu idyll, where ceremonial dancers move to the mystical tunes of the Gamelan orchestra. Family compounds, with incense burning temples in their midsts, encompass generations. Rice paddies climb the mountains like the staircases of gods. This is where my voyage started.

page 214

NIGEL SHARP Palma

A journey to Palma at less than two hours' notice and an almost sleepless night en-route were very small prices to pay for the opportunity to sail on the Wally 130 *Angel's Share*. Following an extensive refit she is now lighter, quieter and very much suited to her new owners' cruising plans. And naturally, she's very fast.

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JOHN LEONIDA UK

Most people in this industry are honest, but there are a few charlatans who push clients into unsound deals and others who will take a few sneaky envelopes to help someone jump a queue or get into a marina or worse, turn a blind eye to an unsafe yacht. The UK's new Bribery Act aims to put an end to all that... but to paraphrase Eliza Doolittle in *My Fair Lady*, is this new law just 'words, words, words'?

page 223





eye opener

Angel's Share

Shot by photographer Marc Paris, the stunning, flowing lines of the Wally 130 *Angel's Share* are emphasised by the reflection of the moody sky on location in Antigua.

Refitted at Lürssen's yard, its bespoke cockpit and seating area by AL_A: Amanda Levete Architects can be removed in racing mode. Turn to page 156 for the feature



AMELS 212 IMAGINE, on display at the Monaco Yacht Show 2011

Photography: Marc Paris

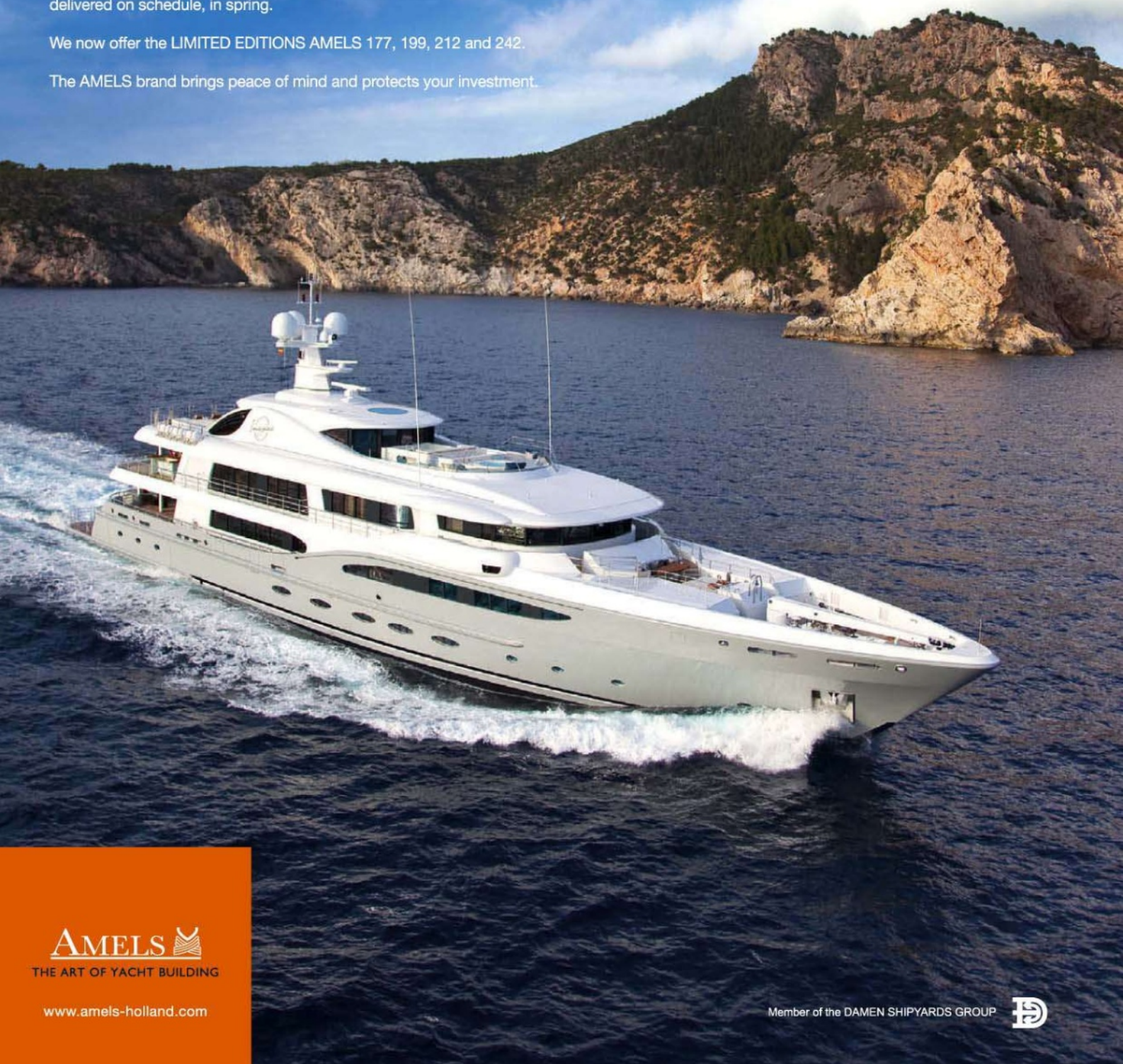
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SuRi charter details



► Carrying a huge range of tenders and toys – from a seaplane, a helicopter and a landing craft, to a dune buggy, two BMW motorbikes, several tenders, a hovercraft and assorted water toys – the 50m *SuRi* makes for an extraordinary charter experience. Not only do you have



that staggering toy chest at your disposal, you also get the interior accommodation and luxury you expect from a superyacht.

After our cruise aboard her through New Zealand's spectacular northern cruising grounds (*BI* 300, June 2011), we would like to add the charter contact details that were missing from our feature. *SuRi* is available to charter through **37 South/ Fraser Yachts** and is scheduled to be in Tahiti this winter.

CONTACT: Allan Jouning, 37 South/ Fraser Yachts, New Zealand
tel: +64 9 302 0178 email: allanj@37south.co.nz web: www.37south.co.nz

A Vintage year for Codecasa



With classic lines that, says the yard, are 'temptingly firm, clean and compact', Codecasa's new 42m Vintage series yacht took to the water in July. Her interior follows a mix of white marble and lacquered wood panels.

On the iPad this issue

Contents

Close



Audi Hamilton Island Race Week

As the superyacht division for the Audi Hamilton Island Race Week gathers pace, we have two videos of the 2010 race week and the resort to whet your appetite...



CRN DisOpen

With CRN launching a new concept of series superyacht, head to the iPad to see additional images of the three models under development



America's Cup

It seems all the teams want to get in on Russell Coutts's capsize action – look for an extended gallery of mishaps on the iPad edition



Monaco Rendezvous

With an eclectic mix of superyachts descending on Monaco for the 21st annual Rendezvous, we bring you a round-up of this glittering event on video



Palladium

She has been hailed as an entirely new species of superyacht – head to the iPad to see additional photographs of this stunning 95m vessel



The making of Palladium

We visited bespoke furniture company Silverlining to interview Mark Boddington and Alex Hull about *Palladium's* amazing furniture, and design in general



Angel's Share

A radical restyle followed by a refit at Lürssen has transformed this Wally 130. See more of her sleek curves in our extended image gallery



Satori

Heesen's first 50m, with an interior by Rémi Tessier, is a fine yacht. Look out not only for an extended image gallery, but also footage of her under way off Mallorca



Akalam

A vast aft deck social area and a highly innovative design make this 32m yacht something special. Our iPad edition carries an extended gallery



Ocean Traveller – Indonesia

Head to the iPad to read the full, unabridged text of *Christina G's* cruise through Indonesia's Ring of Fire, along with an extended gallery of stunning images



Views are centre stage in 53m Gobbi concept

► Designer Enrico Gobbi has exclusively revealed to *Boat International* the details of his new Ketos 53m design, which encases enviable interior space in a sleek, sporty superstructure.

Gobbi was asked to design the three-deck concept by the Rossi Navi shipyard in Viareggio, for which he designed the 48m Ketos (currently under construction).

'The yard wanted a lot of interior space, many square metres, but in a very sleek design – this compromise was a central point of this project,' says Gobbi, of Team For Design by Enrico Gobbi.

'Our design is not like some where the exterior volume is like a house, with a very full superstructure. It is sleek, with very sporty lines.'

This promise of speed is fulfilled in the yacht's high-performance hull. Clients can choose between a displacement version with a top speed of 16.5 knots, or a semi-displacement model that can achieve 23 knots. A blade-shaped bow enables the Ketos 53 to run between the waves effectively and gain speed, even with the lower performing engines of the displacement version.

Innovation continues with the design of the interior, which features large windows throughout and exterior side pillars made of glass to interrupt views as little as possible.

This panorama will be equally breathtaking from the 70 square metre owner's suite. It has typical Ketos 'cathedral windows' reaching from floor to ceiling and a hydraulically operated platform balcony that can be raised or lowered to further enhance the view. A spacious formal saloon and a dining area lie aft, while the upper deck features a cinema saloon and an alfresco dining area.

The yacht as planned can accommodate 16 guests in four double cabins and two twin cabins on the lower deck, plus a VIP cabin on the main deck. The layout can be adapted to suit a client's needs.

Powered by twin Caterpillar 1939kW engines, the displacement version of this superyacht has a cruising speed of 15 knots (half standard load) and a top speed of 16.5 knots (half standard load). The semi-displacement option, with twin MTU 2720kW or 3440kW engines, offers top speeds of 21 or 23 knots respectively.

CW

CONTACT: Team For Design by Enrico Gobbi, Italy **tel:** +39 (0)41 894 1038 **email:** t4dvenice@teamfordesign.com **web:** www.teamfordesign.com

Sencora 52m mixes speed and luxury

► Sencora Yachts has unveiled a new 52m motor yacht concept, featuring a composite hull that harnesses the speed of a sailing boat.



'The idea was to make a mix between a sailing boat hull and a modern yacht superstructure, to have the best of both worlds – the speed and the luxury,' says Luc Scherrer, marketing manager of Sencora Yachts. The yacht's light, slender high-speed displacement hull, designed by Dixon Yacht Design, greatly reduces resistance. Along with propulsion by two azimuth thrusters, this is intended to make her faster than a typical 52m displacement yacht, allowing her to either attain a higher speed for the same fuel consumption, or the same speed for less fuel consumption.

'It's a full-composite boat, built with epoxy and a PVC core reinforced by carbon so it's very light, 245 tonnes. You need only 2,000hp to reach a top speed of 16 knots,' says Scherrer.

CW

CONTACT: Sencora Yachts **tel:** +33 (0)2 48 56 62 09 **email:** luc.scherrer@sencora.com **web:** www.sencora.com

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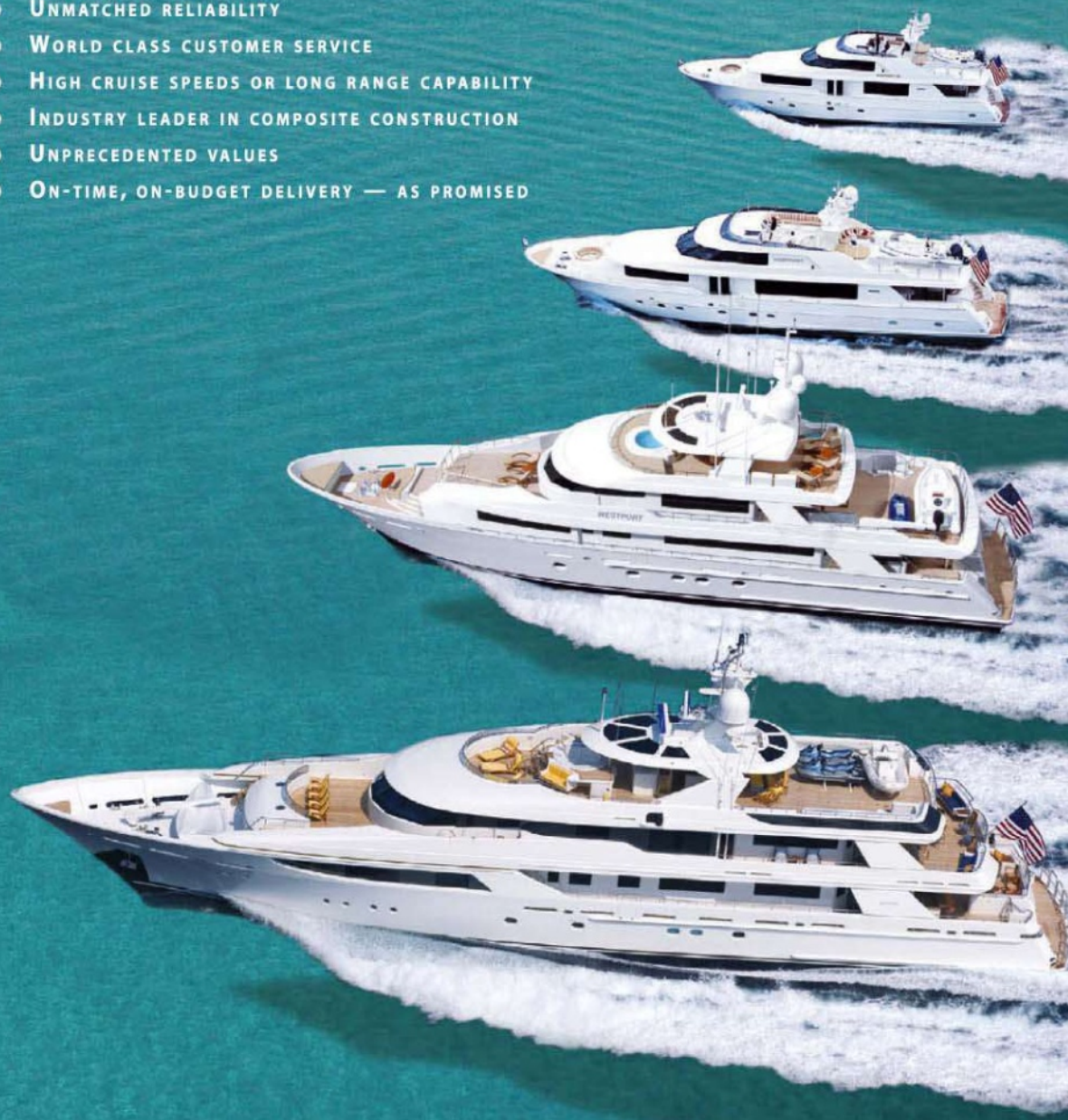
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Italian builder merges sleek styling with a displacement hull in the DO superyacht range



62m

► Italian superyacht builder CRN has unveiled its latest superyacht concept DislOpen (DO). The design, by Studio Zuccon International Project, aims to convey the feeling of an open-style sports boat, while offering the volume of a conventional displacement yacht. This has been achieved by using a displacement hull form – which also promises more comfortable cruising and lower running costs – styled as an open yacht.

'In architecture in general the concept of types is a founding principle,' explains Giovanni Zuccon, co-founder of the Italian design company. 'DislOpen is a hybrid of types, achieved through a process of integration and fusion of the dimensions of functionality and space.'



52m



46m

The design principle also inspired a re-evaluation of the use of space in exterior and interior guest areas. The provisional concepts allow for an owner's suite and private deck up top, a main deck with saloon and dining areas and potential for a large aft deck with pool area. Guest cabins would be on the lower deck. The range spans three potential models of around 45m, 50m and 60m.

'DislOpen means displacement open vessel,' explains Luca Boldrini, CRN's brand manager. 'Clients like open vessels – they are sleek, fast but have low volume. They also suffer from more noise and vibration so they can be quite uncomfortable. We wanted the lines of an open boat, the interior volume and exterior space of a displacement yacht, the transatlantic range of a full displacement yacht and the lines of a semi-displacement yacht. We decided to redevelop the layout, subtract and add elements to keep the boat as a vessel, not a floating palace. We showed the concept to a few clients and we then understood that it could be something quite special – they all led to negotiations.'

'I am most fond of the 45m version,' adds Lamberto Tacoli, CRN chairman. 'We have managed to include everything from the 62m version with a quality/price ratio that is very interesting.'

CRN claims that the displacement hull makes the volume of each model close to that of the equivalent trideck – 450 to 470 GT for the 46m, 680 to 690 GT for the 52m. Moreover, the yard believes it can build them for between 15 and 20 per cent less than the cost of an equivalent trideck.

The yard holds a letter of intent for a 50m version and negotiations are ongoing for other models.

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TIM MCKENNA

Diesel catalyst to offer yachts major fuel savings

► Emissions management specialist ECOSuperyacht has been chosen as European distributor of a nanotechnology-based diesel combustion catalyst that could reduce yacht fuel consumption by 8 to 13 per cent.

The active ingredient of G02 is its nano-particles, which measure just 2.5 nanometres (2.5 billionths of a metre) across and contain 480 atoms each, of which 160 are Cerium Oxide.

'The nano-particles are an oxygen carrier and also an oxygen distributor,' says Richard Franklin, managing director of ECOSuperyacht.

G02's nano-particles contribute and redistribute oxygen in the engine chamber during combustion. The catalytic properties of G02's nano-particles also accelerate the rate of combustion. This causes a faster, more powerful, and more complete burn that requires less fuel for the same output by the engine.

Tests by the manufacturer have demonstrated reductions in fuel consumption of between 8 and 13 per cent – which could equate to tens

of thousands of pounds in savings a year and a substantial environmental benefit from reduced emissions.

The more complete combustion also significantly reduces the amount of soot that a yacht's engines emit – not just into the air and water, but also on to their own decks and paintwork.

'Yachts tend to have white covers, white awnings, white everything on the top deck and these become grey over time from the soot, so you also make savings in terms of cleaning costs,' says Franklin. 'With the guest dining area often being located aft, near to the exhaust outlets, G02 also helps reduce undesirable exhaust odours.'

The catalyst was developed by American nanotechnology specialist Cerion Energy and is already used in the commercial marine and rail industries in the US. This will be the first time it has been sold to the yachting market, although it has been trialled in the 45m explorer yacht *Big Fish*, and the 62m yacht *Apogee*, with results expected imminently.

CONTACT: ECOSuperyacht, UK tel: +44 (0) 3333 44 7111 web: www.ecosuperyacht.com

Navy ship refitted for Bond-style sub

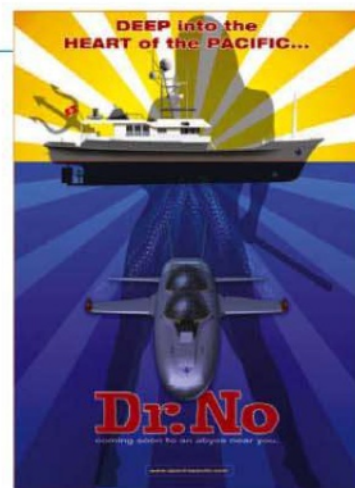
► Restless innovator Tom Perkins sold his clipper the *Maltese Falcon*, and found himself without a platform to carry the Super Falcon deep-flyer



submarine by pioneering submersible builder, Graham Hawkes. Christian Truter, sparmaster from the *Falcon*, was therefore tasked with finding a suitable adventure-type craft to refit and captain.

Harbour Yacht Services, a small yard in Subic Bay, the Philippines, had the perfect vessel, a 37m Japanese navy training ship which needed only a minor refit. Her foredeck is now equipped with a crane to launch and retrieve the unique sub.

Outfitted with sonar and HD video cameras, Perkins hopes to locate and dive with whales in the South Pacific. As with the *Falcon*, he has named the yacht after a book, this time *Dr No*. The yacht and sub do not charter, not even for James Bond...



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Dahm's rally is a joy, despite its slippery start



MERLIN DE WAARD / G BENAGLIO

▶ A tough-looking man stands on the pier. It is raining, it's a long step from pier to the boat, the teak deck is slippery and whack – Herbert Dahm lies on his face.

'It's OK,' he says to the man who helps him up. Dahm is irritated: he is not accustomed to needing help. He's used to surveying the scene, laughing and talking, especially at his event.

Dahm International welcomed 14 sailing yachts to the 24th Club Yachting Life Rally, also known as the Jongert Rally, this year held at the new Marina Ibiza. Boats included eight superyachts, and all but one vessel were Jongert models. Altogether 120 participants attended, including owners, their friends and crew.





All enjoyed the racing, which consists of an exciting dash to Formentera and back. This year sailors contended with lulls, strong gusts and rain, but in the end Swiss Jongert *Toro del Mar* won the day, ahead of *Marmalade of Manchester*, a Nordia 70. She could take part as she is listed in Dahm's broker programme. *Agarimo IV* won the ketches.

The following two days of the rally were reserved for relaxed cruising. The flagship *Passe Partout*, a 42m Jongert steel ketch, led the whole fleet to anchor at the dramatic Es Verda bay, then at the Amante Beach Club, for the event's finale. The 14 yachts bobbing on the turquoise waters were a marvellous sight.

The mood among participants was jubilant, especially when Herbert Dahm returned from a short stay in hospital, 'What does a broken arm matter? It's nothing,' he said.

CK



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24 & 25 October 2011 – Palm Beach, Florida



Superyacht Design Symposium

Fresh format for the superyacht industry's most prominent idea-sharing event

► Owners, designers, builders and project managers will converge on Palm Beach, Florida, on 24 and 25 October for the fourth edition of the Superyacht Design Symposium.

This internationally acclaimed event will draw some of the biggest names in the industry to debate and deliberate over hot topics affecting superyacht building and design today.

Confirmed speakers and topics include:

Gorden Wagener

Head of design, Mercedes Benz

INNOVATION — BREAKING BOUNDARIES IN DESIGN

Mercedes Benz has been pushing the boundaries of engineering for over a century, creating a succession of truly iconic vehicles. Gorden Wagener shares his experience of guiding the evolution of this iconic brand, as well as discussing what influences great design and the connections between the leading design industries.

Ed Bosarge

Owner, S/Y Marie, 55m ketch from Vitters

Shipyards

DESIGNING AND BUILDING A SUPERYACHT AROUND THE LIFESTYLE-SPECIFIC NEEDS OF AN OWNER

Superyacht owner Ed Bosarge shares his experience of designing and building *Marie* and contributes to discussions on the most effective way for an owner to brief a designer and ensure the finished yacht delivers exactly what he wants.

Andrew Winch

Director, Andrew Winch Designs

THE USE OF GLASS ON SUPERYACHTS

Leading designer Andrew Winch will demonstrate ways in which he has incorporated glass into his designs as both a structural and decorative material. Case studies of recent projects will be presented to illustrate the challenges that were encountered and how they were overcome.

The Superyacht Design Symposium is an unparalleled platform for networking and sharing knowledge and ideas with some of the superyacht industry's most influential figures. A new dynamic and interactive format, complemented by a first class social programme, will provide a unique opportunity to establish valuable relationships in an exclusive setting. The venue is the five-star, five-diamond Ritz

Carlton, Palm Beach. We are delighted to be able to offer special accommodation rates and complimentary upgrades to all guests.

Delegates are also invited to celebrate superyacht design at the ShowBoats Design Awards on 25 October, held at Donald Trump's Mar-a-Lago Club in Florida. Special rates are available for symposium delegates. Further information can be found on the symposium website.

CONTACT: **web:** www.superyachtdesignsymposium.com

Alexis Naylor, events executive **tel:** +44 208 545 9334 **email:** alexis.naylor@boatinternationalmedia.com

Nigel Campbell, chairman **tel:** +44 (0) 7890 583 416 **email:** nc@nigelcampbell.com

Sally Doyle, event manager **tel:** +44 (0) 1179 871 972 **email:** info@superyachtdesignsymposium.com



ShowBoats Design Awards

The judges scrutinised 58 designs to find the industry's finest talents

► The votes are in and the winners of the ShowBoats Design Awards 2011 have been decided – although the finalists must wait a few more weeks to find out who will go home with a coveted golden Neptune award at the prize giving in Palm Beach, Florida, on 25 October.

Judgment day

What better place than Monte Carlo, the glamorous home of superyachting, for the judges to convene during the 21st anniversary edition of The Rendezvous in Monaco. In order to decide the winners in as fair a manner as possible, we have adopted the same completely transparent judging procedures that have distinguished the World Superyacht Awards and set them apart from others. The winners are chosen by a wholly independent jury comprised of yacht owners, senior yacht crew and acclaimed designers and stylists from within as well as outside the marine industry, all with expert knowledge in their specific fields.

With such quality and diversity to be found among the shortlisted designs, selecting the best of the best was no easy task. After an intense day of deliberations and with the tough decisions made, the judges joined superyacht owners on the Quai des États-Unis for the Rendezvous Welcome Cocktail and Yacht Hop, many choosing to stay on for the four-day programme of events around the beautiful waters of the Côte d'Azur.

Jan-Eric Österlund, past owner of *Adele* and a ShowBoats Design Awards judge, travelled with his family to Monaco for the judging and extended their visit to join in the Rendezvous festivities. 'The whole family had a wonderful time and I think the judging day went well too.'

Boat International Media would like to thank the ShowBoats Design Awards judges for their hard work, enthusiasm and commitment to honouring the industry's talents. With their contribution, the awards have fast become the most respected prizes in superyacht design.



The ceremony

During a glittering gala evening at the Mar-a-Lago Club, the winners will be announced to an audience of superyacht owners and the build and design teams responsible for the shortlisted yachts. Held on the final day of the Superyacht Design Symposium, it will conclude two days of design events in Florida before the Fort Lauderdale International Boat Show. Buy your tickets to the ShowBoats Design Awards Gala Evening before 19 August and receive a 10 per cent discount.

Table of 12	Early bird price: \$5,670 (saving of \$630)
Table of 10	Early bird price: \$4,725 (saving of \$525)
Individual Ticket	Early bird price: \$535 (saving of \$60)

Accommodation

We are delighted to offer guests of the ShowBoats Design Awards a \$200 reduction on standard room rates at the five-star Ritz Carlton Palm Beach, plus a complimentary double upgrade to an ocean view.

Ocean View Room	\$249 (plus taxes)
Ocean Front Room	\$299 (plus taxes)

Please book promptly as availability is limited. To make reservations, go to www.showboatsdesignawards.com/accommodation.

The judges

Ed Barber	Designer, Barber Osgerby
Michael & Bettina Bradfield	Superyacht owners
Stephen Bayley	British design critic, cultural critic and author
Captain Magic	Owner of <i>Sea Force One</i>
Ron Holland	Yacht designer, Ron Holland Design
Fabrizio Giugiaro	Styling director of Italdesign Giugiaro
Dan Jackson	Manager of J class <i>Ranger</i> and <i>Vita</i>
Paul Sherrill	Partner at Solis Betancourt
Paola S. Trifiró	Superyacht owner
Peter Quarrie	Chef, Galley Solutions
Jan-Eric Österlund	Past owner of <i>Adèle</i>
Sally Storey	Lighting designer and owner of Lighting Design International
Hugh Welbourn	Naval architect
Nick Jeffery	Yacht publicist and editor
Roger Lean-Vercoe	Chairman of the judges



CONTACT: **web:** www.showboatsdesignawards.com

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Roger Lean-Vercoe, chairman of the judges **tel:** +44 (0) 1752 88 1435 **email:** roger.lean-vercoe@boatinternationalmedia.com



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KEVIN AND TERESA JAFFE
owners of *Marama*

YCCS establishes dynamic venue in Virgin Gorda

Caribbean Superyacht Regatta & Rendezvous returns to the BVI in 2012

► Following the unprecedented success of the inaugural Caribbean Superyacht Regatta & Rendezvous, we are delighted to announce that the second edition of this unique event will take place 14 to 17 March 2012 at the brand new YCCS Virgin Gorda in the British Virgin Islands.

Organised by Boat International Media and YCCS, the Caribbean Superyacht Regatta & Rendezvous will once again bring together sail and motor yacht owners for four days of racing, activities and parties on the idyllic Virgin Gorda and her neighbouring islands.

Developed by Victor International, the new YCCS on the northeastern tip of Virgin Gorda boasts a state-of-the-art marina with total dockage of 762m, accommodating yachts up to 100m in size, as well as services designed to serve the yachting community.

The club and marina will be linked to the Oil Nut Bay Resort Community and Beach Club as well as Biras Creek Resort, a Relais & Châteaux property and will be fully operational by December.

Registration is open at www.superyachtregattaandrendezvous.com. Please sign up early as availability for berths is limited.

TRANSATLANTIC SUPERYACHT REGATTA 2012

YCCS and Boat International Media are expanding our portfolio of sailing events for superyacht owners in the new Virgin Gorda location, and will jointly present the inaugural Transatlantic Superyacht Regatta.

A diverse fleet of sailing yachts over 24m in length will set off from the port of Santa Cruz de Tenerife in the Canary Islands on 21 November 2011 and navigate approximately 2,600 nautical miles of the North Atlantic

Ocean to the finish line off Virgin Gorda. A warm welcome awaits all participants with the official opening of the new YCCS Virgin Gorda clubhouse, which offers spectacular views over North Sound.

Entries for the Transatlantic Superyacht Regatta must be received by 30 September 2011.

Please see www.yccs.it for further information on the event and to download the notice of race.

CONTACT: Jill Campbell, YCCS press office **tel:** +39 0789 902 200 **email:** pressoffice@yccs.it **web:** www.yccs.it

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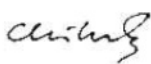
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america's cup diary

words: Andrew Rice

photography: Gilles Martin-Raget/americascup.com



Is there a changing of the guard in the America's Cup? The AC45s are drawing in new blood to take on the old salts...

After months of scant information about the new challenger teams, recent weeks have seen a glut of announcements as the new teams rush to get ready for the inaugural event of the America's Cup World Series in Cascais, Portugal.

The new kids on the block, the Chinese, Korean, Italian and French teams, have recruited from outside traditional America's Cup circles. The established teams on the other hand, have kept their existing keelboat sailors and retrained them in the high-speed art of multihull racing.

For Cascais, the defender Oracle Racing will be fielding two teams skippered by Russell Coutts and James Spithill. Calling tactics for Coutts will be fellow Kiwi veteran Murray Jones, while Spithill will be paired with the experienced American John Kostecki.

Keelboat experts are also at the helm of the two leading challenger teams, respectively Terry Hutchinson for Artemis and Dean Barker for Emirates Team New Zealand. It goes to show that you can teach old dogs new tricks about fast cats.

These teams have decided that it's easier to stick with a proven team and relearn the technical skills. The new teams, however, have decided that if you're starting from ground zero, you might as well recruit sailors who already understand what makes high-speed boats tick.

The two French teams are built around the experience of their offshore multihull veterans. When you have sat on an upturned hull of a 60-foot trimaran in the middle of the Atlantic, waiting to be rescued, then you have tested the limits of fear and multihull stability.

Team China's crew is also drawn from the ranks of multihull sailors,

but under the guiding hand of Australian Olympic Tornado medallist Mitch Booth, it has recruited a number of fellow former Tornado sailors, including the American Olympic medallist and sailmaker Charlie Ogletree.

The Venezia Challenge went as far as appointing a helmsman, the young Australian match racer Torvar Mirsky, although we had found out little else about this team before we were told it had failed to meet its financial obligations, and by the end of July Venezia had withdrawn from the Cup. With Mascalzone Latino and Venezia now defunct, that just leaves one remaining Italian team, Green Comm, which has recruited young, fit, Finn sailors. Among them are 2008 Olympic silver medallist from the US, Zach Railey, and the UK's Ed Wright, reigning Finn world champion. Listed as helmsman is Vasilij Zbogor, a double Olympic medallist from Slovenia.

Another Olympic medallist and former 49er skiff world champion, Chris Draper, is helmsman of Team Korea and has gathered a group of fellow British Olympians and America's Cup veterans. With no prior experience of the America's Cup, the 33-year-old's signing shows how favour has turned towards a younger generation who have grown up sailing fast boats that fall over – much like an AC45.

Draper acknowledges the massive changes to the America's Cup have not been to everyone's liking. 'I'm sure there are many people out there that are very unhappy about it, and understandably so,' he says. 'They've spent a lot of time doing it and mastering their skills at what they know. But I'm obviously very, very pleased to get the opportunity to go and tackle this new racing format in the America's Cup.'



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Venturi Window, Seattle Art Museum, Seattle, Washington, 1992, Photo by Eduardo Calderon



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PREVIEW 25 OF THE TOP YACHTS TO SEE

The Monaco Yacht Show comes of age this September as it celebrates 21 years of jaw-dropping glamour. With nearly half of the 100 superyachts making their debut the organisers' ambition of seeing 30,000 visitors walk the docks seems likely to be realised.

As you would expect from a principality renowned for luxury, the show is steeped in glamour. The Champagne Bar and Baccarat Crystal Lounge will offer refreshment, and appetites may be sated in Lenôtre's restaurant. Even getting to the show is more pleasure than pain. Heli Air

words:
Kate Hubert

Monaco can whisk you from Nice airport in just six minutes; VIP visitors will be taken care of within Monaco by BMW's courtesy cars; and luxury tenders will make the journey between quays just as relaxing.

But it is the sight of some of the world's best superyachts, from 25 metres to 90 metres, that is the real highlight. From the 50 metre *Zefira*, winner of Sailing Yacht of the Year at the World Superyacht Awards 2011, to the super-fast 38 metre *Shooting Star*, there will be yachts to delight all tastes.

More than 500 exhibitors will pack the docks – the perfect showcase for yacht services and the luxury goods that go hand in hand with the lifestyle. But of course, the Monaco Yacht Show is much more than the shop window for the most glamorous yachts and accoutrements – it is also a social gathering of the industry elite. Every day there are cocktail parties followed by gala dinners and prize givings.

But you'd be wrong in thinking this was an exercise in pure hedonism – as in previous years half of the entrance fee will be donated to a local charity, the Monaco Association against Duchenne Muscular Dystrophy. The show also supports the Wood Forever programme, backed by Prince Albert II of Monaco; this year the show's organisers will donate €40,000 to the cause.

The show has it all: it is a celebration of ultimate luxury with a responsible soul. It's easy to see why this continues to be a not-to-be-missed event.

2011

Insiders' guide to Monaco

Places to stay

HÔTEL HERMITAGE

Square Beaumarchais

tel: +377 98 06 40 00

WEB: www.hotelhermitagemontecarlo.com



For a taste of old-fashioned glamour, the Hôtel Hermitage, located behind the Casino de Monte-Carlo, is just the thing. Its 325 rooms and eight apartments still attract celebrities and aristocrats from around the world.

MONTE CARLO BEACH HOTEL

Avenue Princesse Grace,

Roquebrune-Cap-Martin

tel: +33 493 286 666

WEB: www.monte-carlo-beach.com

After an extensive makeover, the Monte Carlo Beach Hotel has rediscovered the style that first made it a hit in the 1930s. With its Olympic-sized pool overlooking the beach, it combines old-school Riviera glamour with modern facilities.

HÔTEL METROPOLE

4 Avenue de la Madone

tel: +377 93 15 15 15

WEB: www.metropole.com



This hotel provides many attractions including the new Michelin-starred Japanese restaurant Yoshi, opened by Joël Robouchon, who also heads the two-starred international hotel restaurant.

PORT PALACE

7 Avenue John F Kennedy

tel: +377 97 97 90 00

WEB: www.portpalace.com

For those who can't bear to be too far from the marina, the Port Palace is the best option as it overlooks the yachts, the old town and the Grimaldi Palace. With interiors crafted by Hermès' chief designer, this is a chic hotel popular with young well-heeled Europeans who enjoy the Michelin-starred cuisine, Fleur de Peau spa and harbour-view suites.

Places to eat and drink

LOUIS XV

Hôtel de Paris, Place du Casino

tel: +377 98 06 88 64

WEB: www.alain-ducasse.com



With Alain Ducasse at the helm, it's little surprise that this restaurant, boasting three Michelin stars, produces the finest delicacies in a magnificent setting.

MAYA BAY LOUNGE

Le Roccabella, 24 Avenue

Princesse Grace

tel: +377 98 06 54 54

WEB: www.mayabay.mc

For a change from Mediterranean food, Maya Bay offers beautifully prepared Thai and Japanese cuisine.

LE VISTAMAR

Hôtel Hermitage,

Square Beaumarchais

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WEB: www.hotelhermitagemontecarlo.com/restaurants-and-bars/vistamar

As the name suggest, the restaurant has amazing views. The nautical décor will also make yacht devotees feel right at home.

LE MANDARINE

Port Palace hotel,

7 Avenue John F Kennedy

tel: +377 97 97 90 00

WEB: www.mandarinemonaco.com



Chef Patrick Raingeard was awarded his Michelin star in 2009 for the imagination he adds to the southern cookery; the restaurant also benefits from sublime views over the harbour.

Bars and nightclubs

SEA LOUNGE

Avenue Princesse Grace,

Roquebrune-Cap-Martin

tel: +377 98 06 54 54

WEB: www.sealoungeontecarlo.com

This is one of the Riviera's most glamorous beach bars. Pale sofas nestle on even paler sand surrounded by sweet-smelling flowers. Enjoy nibbling on sashimi and fusion bites while sipping a cocktail... or two.

BUDDHA BAR

Place du casino

tel: +377 98 06 19 19

WEB: www.buddhabarmontecarlo.com



Opening just last year, the Buddha Bar has become a popular haunt. The Asian theme extends beyond the cuisine to the bold gold and red décor. Some come to dine, others to relax and drink while listening to the chill-out music.

ZELO'S

10 Avenue Princesse Grace

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WEB: www.zelosworld.com

Zelo's has a good restaurant, but is most popular for sipping cocktails on the terrace overlooking the sea. At night the deep blue lights inside make you feel you're partying beneath the waves, and the décor is a kitsch take on the classic French boudoir.

JIMMY'Z

Le Sporting Club,

Avenue Princesse Grace

tel: +377 92 16 20 00

WEB: www.fr.jimmyzmontecarlo.com



Part of Le Sporting Club complex which also houses the Fuji and Bar Boeuf restaurants, Jimmy'z frequently appears in 'best bars in the world' lists.

THE SASS CAFE AND PIANO BAR

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E&E ▲ This 42m, long-range cruiser was recently launched from Turkish yard Cizgi Yacht. Her Art-Line designed interior can accommodate 10 in a spacious master suite and four guest cabins that feature side deck access. Built to ABS class and LY2, she boasts prodigious volumes throughout.

Kaiser

► As the latest in the highly successful Abeking & Rasmussen 60m series developed and styled by Donald Starkey, *Kaiser* has spent the few months since her launch in the spring delighting her owner and guests while cruising the Mediterranean. Her interior, realised by interior manufacturer Rodiek, follows a Germanic style and was a real challenge for design studio Bannenberg & Rowell.

The name *Kaiser* was chosen by her Eastern European owner as he adores German reliability, efficiency and quality – for him, *Kaiser* simply represents the best of the best.



Canova ▲ This new 112 from Finnish yard Baltic Yachts features a Judel/Vrolijk hull in E-glass, aramid and carbon, and she should perform well on her planned circumnavigation. Styling is traditional with a mahogany interior and she has a fixed cockpit canopy to keep guests dry in prolonged tropical downpours.



Imagine ◀ The first Limited Editions Amels 212, *Imagine* features Tim Heywood exterior styling and a clean and contemporary Andrew Winch interior. Bridging the gap between fully custom and semi-custom, this 65.5m looks set to be another winner in the Limited Editions series.

Nataly ► Benetti's latest launch is this 65m Redman Whiteley Dixon design originally built for a highly experienced superyacht owner. As a result, you can be sure that every aspect of her design has been carefully thought through. She is likely to be one of the stars of the show.



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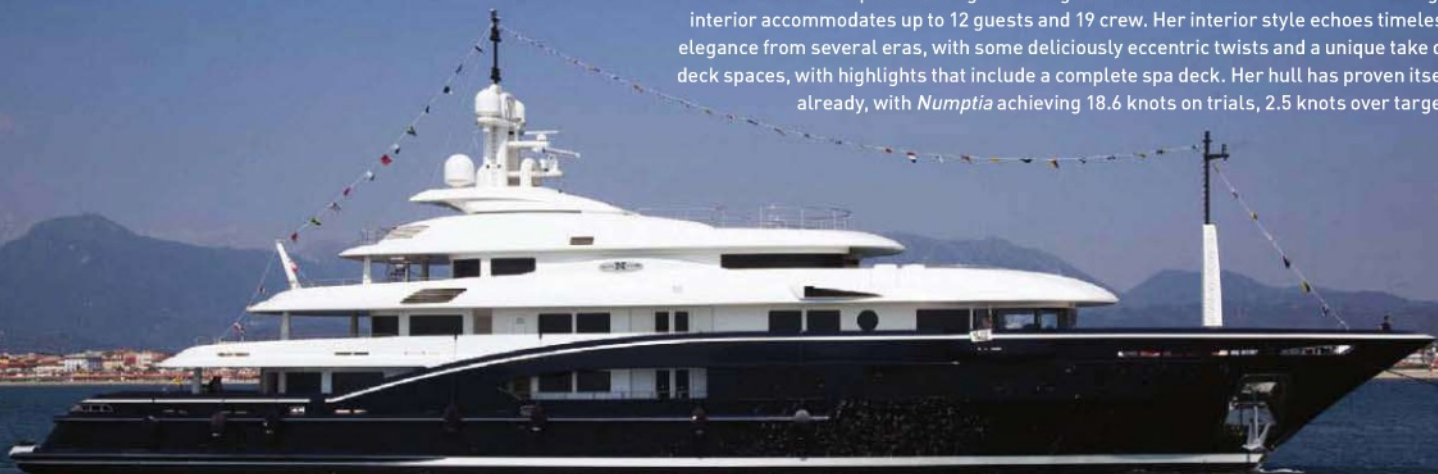
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Numptia

▼ Built for an experienced owner, this 70m yacht is being presented by Burgess. A product of the Italian Rossi Navi yard, her lines come from the boards of Studio Spadolini, with Axis Group Yacht Design handling the naval architecture. Her Studio Salvagni interior accommodates up to 12 guests and 19 crew. Her interior style echoes timeless elegance from several eras, with some deliciously eccentric twists and a unique take on deck spaces, with highlights that include a complete spa deck. Her hull has proven itself already, with *Numptia* achieving 18.6 knots on trials, 2.5 knots over target.



Annagine ▼ A passionate sailor and his business partner set up their own yard in Holland to build this stunning, classically styled 34m Dykstra design. She is a true yachtsman's yacht, with fine handling and great performance. The owners plan to offer a series of models based on similar lines.



Shooting Star▲

Combining contemporary Scandinavian styling with a fast hull, this Espen Øino designed 38m, 50-knot carbon flyer from Danish Yachts is a real head-turner. She features a giant sunroof in the main saloon, acres of glass and innovative solutions to flood the whole of the interior with natural light.



Hermitage ▼ At 68.15m, this Lürssen-built yacht will be one of the stars of the show — although viewings will be strictly limited to a few select clients.



Darlings Danama ▼ CRN's new 60m features a light and contemporary interior accommodating up to 12 guests in cabins spread across the upper, main and lower decks. Available for charter through CNI, she would be well worth a visit.





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Pegaso ▲ This interesting H2 Yacht Design-styled 73.6m explorer yacht from the Freire yard in Vigo may well turn a few heads. She has a Mark Berryman interior.

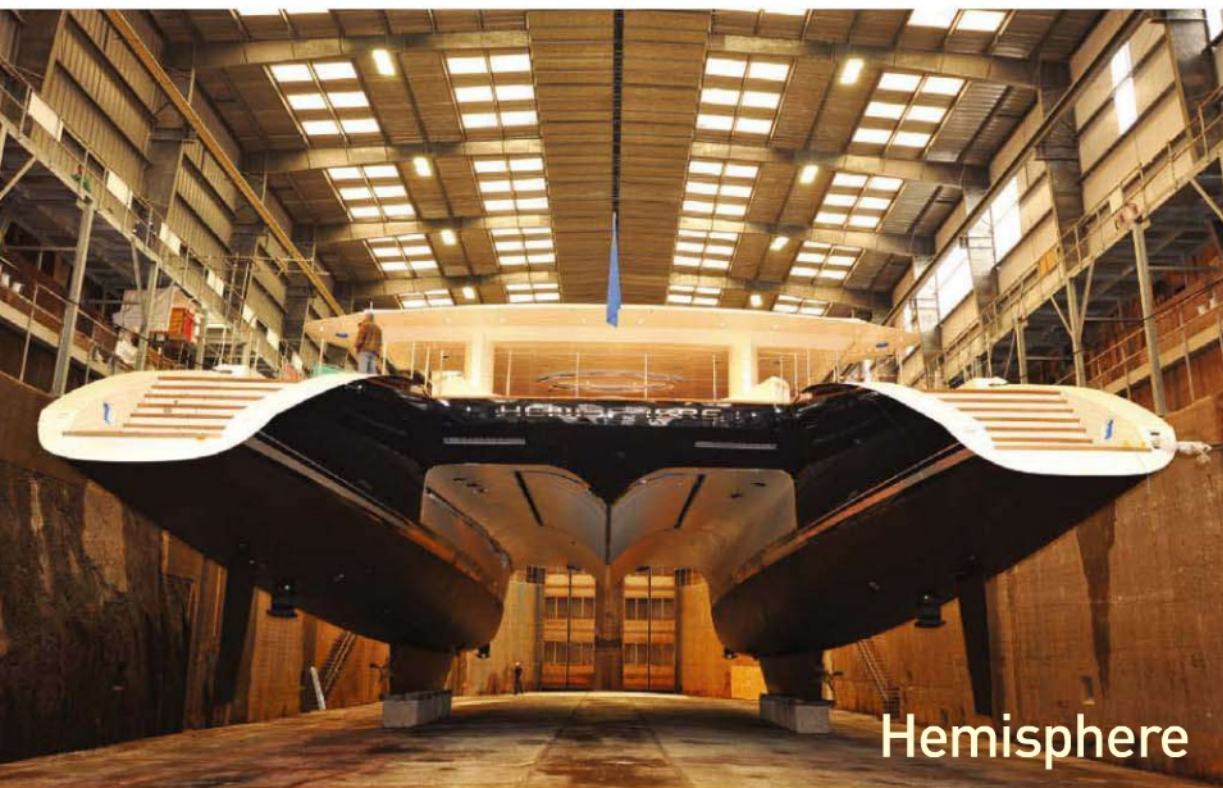
Prima ▼ At 54m, this yacht is an ambitious debut launch for Italian yard Palumbo – designed by Hydro Tec, *Prima* has been built to ABS and RINA Green Star Plus classifications.



Aifos ▼ A futuristic interior style, an owner's cabin and saloon on the upper deck, and a fine finish mark out this interesting 50m, built by CBI Navi in Viareggio. Styled by Giorgio Vafiadis with Hydro Tec naval architecture, she is definitely a yacht to see.



Zaliv III ► Unusually, this 50m Mondo Marine – styled by Studio Vafiadis with a Luca Dini interior – boasts two impressive owners' suites and a saloon that can be converted to a table tennis arena. Twin 3,650hp MTUs give a top speed of 23 knots.



Hemisphere

► Presented jointly by Burgess and Pendennis, the long-awaited *Hemisphere* will be unmistakable: as the world's largest sailing cat, her giant 44.2m hulls and her sleek superstructure offer a total interior volume of just under 500GT, while her 58m spreaderless rig towers over the deck spaces. With a draught of just 3m she will be able to venture into bays inaccessible to most super sailing yachts, and she will also offer extensive dive and watersports facilities. Her flybridge offers giant sunpads and a spa pool, and her Michael Leach Design interior is described as the epitome of contemporary chic.



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Galileo G

▲ Following hot on the heels of the award-winning contemporary explorer yacht *Exuma*, the Perini Navi Group's 55m Vitruvius project marks another milestone for the Picchiotti yard, as the yacht features the marque's first ice class hull, designed to transit the Northwest Passage. A long, thin hull and minimal superstructure belie an interior volume of around 725GT. Range is expected to be 9,000 miles at 11 knots.



FireFly ◀ She recently made her racing debut in Palma, and now the 35m Hoek-designed *FireFly*, built by Claassen Shipyards in Holland, will be on display at Monaco. She marks the first of a new competitive F-Class series of yachts.



Quinta Essentia ▼ This 55m semi-displacement yacht from Dutch yard Heesen offers luxurious accommodation with a modern interior style.



Moonen 97 ▲ The René van der Velden-designed Moonen 97 offers a pocket superyacht experience with excellent seakeeping properties.



Seven Seas ▲ One of the largest yachts on display, this 86m Oceanco, designed by Nuvolari-Lenard, Azure and the Wright Maritime Group, should be on your must-see list.

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Natural beauty.



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Nomade ◀ This modern 36m pocket explorer from Tansu Yachts employs a simple premise — to minimise wasted interior spaces and maximise deck areas. The result is a vast aft deck that, with the tenders launched, becomes a huge beach and watersports area. Interior styling follows a white-and-oak beach house theme, and she has one of the best wheelhouses we've seen. A real gem.



Told U So ▲ A totally custom interior layout and thoughtful design mean this non-standard Benetti Vision 145 will offer charter guests an unrivalled experience.



Carpe Diem ◀ Art deco meets old Hollywood in this impressive 58m from US yard Trinity, which is likely to set the tone for future builds. She is the first fully custom yacht for an owner intent on living life to the fullest.



Soraya 46 ▲ With a retractable bow helipad and a stern beach club, this yacht should be on your list to visit.



Talisman C

▲ With two significant launches already under its belt this year, Turkish yard Proteksan Turquoise will hit another milestone at Monaco with the debut of its largest yacht yet, the 70.5m *Talisman C*, built for a repeat client. H2 Yacht Design handled the interior and exterior design, and her interior follows an art deco theme. Her deck spaces include a crow's nest above the sundeck.



Photo: Onne van der Wal

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Racing sloop P2 38 m

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Rendezvous

in Monaco



words:
Kate Lardy
photography:
Jeff Brown / Superyacht Media;
Mark Sims



EACH SUMMER THE WORLD'S MOST BEAUTIFUL BOATS GATHER IN EUROPE'S MOST GLAMOROUS PLAYGROUND TO CELEBRATE THE YACHTING LIFE – AND THIS YEAR'S EVENT WAS AS DELICIOUS, FUN AND FABULOUS AS EVER



Rendezvous

in Monaco

Tourists gazed enviously with cameras poised behind the velvet ropes that cordoned off a private section of the Quai des Etats-Unis. Models in Parisian couture strutted down the carpet. Guests, bubbly in hand, watched from the aft decks of nearly a dozen large yachts, sampling cuisine from celebrated Relais & Chateaux chefs and custom mini cocktails created just for the occasion. Throw in a touch of royal gravitas with HSH Prince Albert II's attendance, and you have the start of the 2011 Rendezvous in Monaco.

This yacht hop set the tone for the lively four-day event presented by Boat International Media that brought 11 superyachts, owners and guests to Monte Carlo. Eschewing tuxes and gowns this year, the programme favoured casual chic over black tie and ventured further afield with the addition of a twilight cruise to Antibes.

The Rendezvous began by welcoming yacht owners earlier that Thursday afternoon with an alfresco lunch on board the host yacht, the 64 metre Perini Navi *Felicita West*, where guests settled into the spirit of the event by catching up with old friends and making new ones. Topping off the afternoon was a private performance by world-renowned violinist Benjamin Schmid in *Felicita West*'s main saloon.

For Californian June Grossberg, who has a permanent berth for *Volare Ancora* nearby in Fontvieille, it was a highlight of her weekend. 'I love classical music and to have a private performance by an artist of Benjamin's calibre in such an intimate setting was a unique experience, one I'll never forget,' she said.

The morning following the yacht hop – thankfully, late morning – clouds lifted over the hills enclosing the principality as *Angara*, a new 41 metre Horizon, swayed with the gentle seas outside the port, awaiting the seven other yachts that would join us for a stately promenade to Saint-Jean-Cap-Ferrat. Beneath was a blue so rich and clear it hinted at unfathomable depths. Above, a helicopter buzzed by a bit too close for comfort.



‘The family had a fabulous time in Monaco. The children really enjoyed everything and liked to be aboard the big boats like *Zefira*. And what great arrangements. The dinners and entertainment and activities were all very nice’

Jan-Eric Österlund - PAST OWNER OF *ADÈLE*



Formal and informal dining were a central feature of this year's Monaco Rendezvous, as they are every year, providing opportunities for old friends to catch up and new friendships to be forged



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‘We established some new friendships, soaked up the Cote d’Azur ambience and experienced some fabulous yachts’

Ulrich Schmid-Maybach - FOUNDER OF THE MAYBACH FOUNDATION



The parade of yachts finished at Paloma Beach, where tenders delivered guests to a private luncheon with flowing wine and a buffet of Mediterranean fare. Lively conversation ensued among our party tucked away on the quintessentially Cote d’Azur beach, beneath stunning villas and a rugged, rocky landscape and bordered by an enticing sea.

A thrilling ride back to Port Hercules in a 15.5m Maxi Dolphin, flying by the superyachts dotting the bay, ended a perfectly amicable afternoon. Continuing the party that evening, the Yacht Club de Monaco hosted a sociable dinner, greeting guests with trays of champagne and live music before the lavish buffet.

On Saturday guests took to the water again, this time in tenders for a poker run organised by the Yacht Club de Monaco. Guests and crew stopped at iconic spots in the principality to collect their cards, returning to the Quai des Etats-Unis to present their hands to a croupier from the Casino de Monte Carlo. The team from 4H swept the competition to win a bottle of champagne and a table at legendary nightclub Jimmy’z and all celebrated with drinks and casual fare on *Mystere*.

Rendezvous

in Monaco

‘We had a great time and met wonderful people, the whole organisation was superb!’

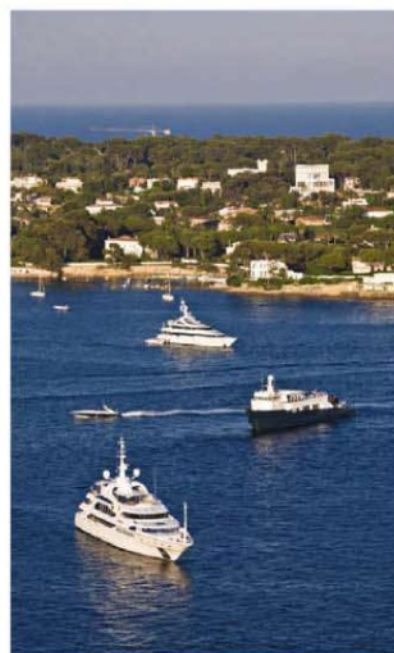
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The twilight cruise on Saturday evening departed Port Hercules in late afternoon for a three-hour jaunt down the coast to deposit harmoniously styled guests – men in cool white linen, ladies in crisp white dresses – at the Cap d'Antibes Beach Hotel for the glittering Diamonds & White party. Guests were met by a setting blanketed in white: the table linens, the tents, the flowers, even a white grand piano, complemented by near-white sand – all set off by the pink setting sun.

Dinner was another success, catered by Chef Philippe Jégo of the Michelin-starred restaurant Les Pêcheurs. Robert Walton, president of the UK Restaurant Association and one of the judges of the Chef Competition (see sidebar), was astounded by the quality of the beef wellington and the fact that the chef had turned out 250 of these perfect dishes. The party continued until the wee hours while a DJ kept the energy high on the dance floor.

As the Rendezvous came to a close the next morning, guests gathered for brunch and goodbyes. The Yacht Club de Monaco presented the Art de Vivre La Belle Classe Moët & Chandon award, which encapsulates the spirit of the Rendezvous, to Salvatore and Paola Trifiró,



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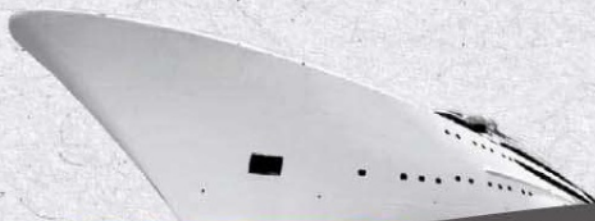
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Dr Herbert Wertheim - SUPERYACHT OWNER



owners of *Zefira*, for their love for the ocean and yachting life and respect for etiquette.

‘We always enjoy ourselves in Monaco, but being here for the Rendezvous has been our best visit yet. We’ve made so many new friends and the organisation of the event has been perfect,’ said Paola.

The Rendezvous was what it was intended to be, a celebration of yachting life ... and celebrate we did.



Participating yachts

64m	<i>Felicità West</i>	Perini Navi
61.8m	<i>Bistango</i>	Benetti
49.9m	<i>Mystere</i>	Shadow Marine
49.9m	<i>Zefira</i>	Fitzroy Yachts
49m	<i>Zoom Zoom Zoom</i>	Trinity
46.9m	<i>Ingot</i>	Burger
38.5m	<i>4H</i>	Sanlorenzo
41.4m	<i>Angara</i>	Horizon
39m	<i>Go</i>	Feadship
36.2m	<i>Nomade</i>	Tansu Yachts
27.1m	<i>Volare Ancora</i>	Leopard



Rendezvous in Monaco

‘You certainly know how to throw a party! It was an excellent opportunity to catch up with old friends, enjoy fabulous scenery and eat and drink exquisitely’

Kevin Merrigan - NORTHROP AND JOHNSON



Culinary kudos

words: Lauren Beck

Knives sharpened, chef hats donned and aprons tied tight, the five chefs competing in the second Rendezvous Chefs' Competition geared up to do battle in the galley.

With their basket of goodies, each had three hours to create a main course to present to the six judges, and then another hour to ready their desserts for judging.

The judges had a tough task deciding as they sampled dishes from John Huang of *Bistango*, Massimo Sica Susini of *Felicità West*, Rocco Finocchiaro of *Volare Ancora*, Scott Jamison of *Go* and Carmen Loots of *Mystere*.

'It was close. The cooking was very good, under very difficult conditions,' says chef Patrick Raingeard, a returning judge from the Port Palace Hotel.

Finocchiaro won first place for his sea bass over mashed sweet potato on a bed of artichoke hearts. Jamison received a special mention for his main course and Loots so impressed the judges with her main course that they awarded her a special week-long patisserie course.

'It was a good competition, with great chefs. I didn't expect to win,' said a delighted Finocchiaro.



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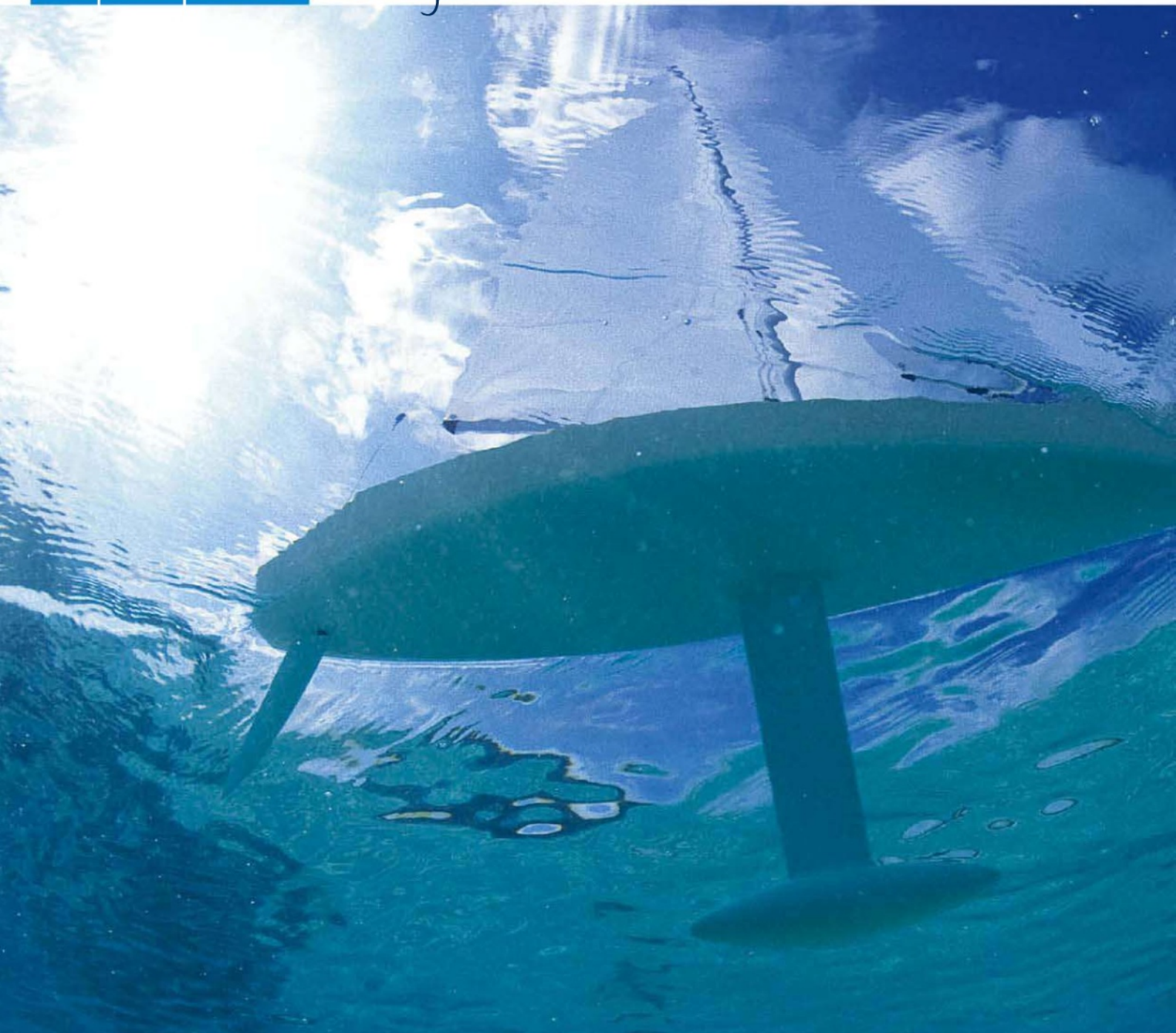
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LICENCE TO KEEL



WHAT DOES THE FUTURE HOLD FOR SUPER SAILING YACHT KEELS? WE SPOKE TO SOME LEADING DESIGNERS TO FIND OUT

words: Andrew Rice

photography: Kos Picture Source, Rick Tomlinson

As luxury yachts grow in length and volume, so their draught also needs to increase. But the deeper the draught, the fewer harbours and marinas become available. Balancing the need for shallow draught with the design requirements for performance is tricky.

The lifting keel seems to offer a decent compromise, and is becoming increasingly popular. However the technical challenges are considerable, and then there's the added cost. One of the most impressive and extreme examples of lifting keel technology can be found on the recently launched *Hetairos* (known during her build as *Panamax*), the 60 metre ketch designed by Dykstra & Partners Naval Architects and Reichel Pugh Yacht Design, and built by Baltic Yachts in Finland.

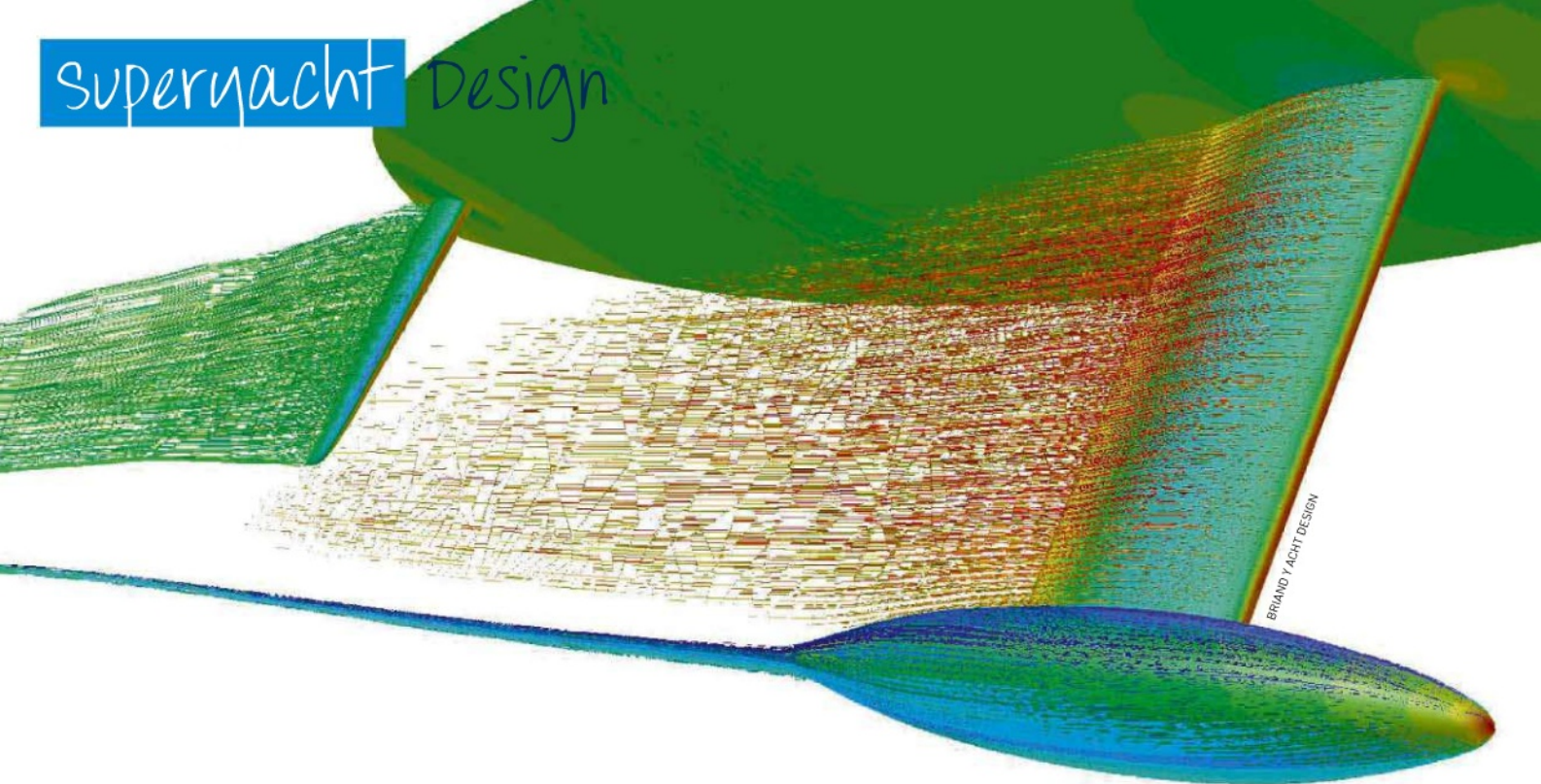
With the keel fully down, *Hetairos* draws nine metres, although there is also an intermediate keel position of six metres draught for navigating shallower waters. In the fully raised position, the keel will draw 3.5 metres. Furthermore it is possible to raise the keel from nine metres to the six-metre position while the boat is sailing and the keel is under load. This operation adds such immense loads and demands that the keel trunk is constructed incredibly strongly.

Naval architect at Dykstra, Erik Wassen is rightly proud of his involvement in designing *Hetairos*, but doesn't believe that the ability to raise the keel while sailing is necessarily something that other owners should aspire to. 'It adds a lot of complications, incredible complexity to the bearings and the structure,' he says. 'The cylinders need to be much stronger than if you don't have that requirement. But it will be interesting to see if we have similar requests in the future.'

According to Wassen, the owner of *Hetairos* was particularly keen to have the ability to raise the keel while sailing, because he plans to go racing with smaller boats, around racing buoys in just seven or eight metres of water, less than the yacht's maximum draught. As Wassen comments, the complications go beyond the purely technical. 'When we start raising the keel during racing, we also wonder how the yacht's handicap will be affected.' It will be an interesting test case for the rule makers.

As yachts grow to the proportions of *Hetairos*, some interesting problems arise as Jim Pugh of Reichel/Pugh points out. 'As boats get bigger, with the increase in displacement, the loads become so much higher. The larger boat means heavier scantlings and higher loads making for

Superyacht Design



a higher overall structural weight and lower ballast ratio. Compared with a smaller boat you're actually losing (ballast ratio) stability. This means you have to look at other ways of gaining stability – a canting keel, water ballast or a lifting keel.' For *Hetairos*, the lifting keel is also supplemented by up to 24 tonnes per side of water ballast.

In the case of *Vertigo*, the 67.2 metre Philippe Briand ketch built by Alloy Yachts, the design team investigated the possibility of a lifting keel but in the end decided on a simpler solution – a 5.1 metre draught fixed keel with a carbon composite daggerboard that can be lowered through the bottom of the keel to increase draught to 9.1 metres.

'When we started looking at the possibility of a lifting keel,' recalls Briand, 'we found ourselves venturing into an unexplored area. Today I believe *Kokomo*, at 59 metres, has the largest lifting keel ever. But it is very uncommon at this size. After discussions with the owner and everyone involved, we decided not to go for so much complexity.'

Akalam, a 32 metre yacht designed by Íñigo Toledo of Barracuda Yacht Design, is similar to *Vertigo*: she has a fixed 3.6 metre draught keel with a daggerboard that takes the draught to 5.5 metres.

But what of the canting keel? It's had a chequered history in the world of grand prix racing such as the Volvo Ocean Race and the Vendée Globe where we have seen numerous breakdowns of canting keel technology. The number of life-threatening incidents should be enough to put any safety conscious cruising sailor off the idea.

Jim Pugh, however, says it would be unfair to dismiss the concept entirely. With Reichel/Pugh having designed the likes of *Alfa Romeo* and *Wild Oats* among many other canting-keeled Maxi yachts, he should know. 'They're certainly worth looking at for the massive gain in stability you can achieve,' says Pugh, although he admits they are

expensive and high maintenance, and require a constant and reliable power source (and back-ups) such as a running engine available to power the keel from side to side.

Like Reichel/Pugh, Finot Conq is a design office perhaps best known for its work in the grand prix race world, but which now finds itself in increasing demand from ambitious superyacht owners looking for high performance cruising yachts. The French design house beat off strong competition for the right to design a new 30 metre yacht with the



Top: CFD analysis for the keel of the Philippe Briand-designed yacht P2, along with the finished product (left) as seen racing during the Loro Piana Superyacht Regatta

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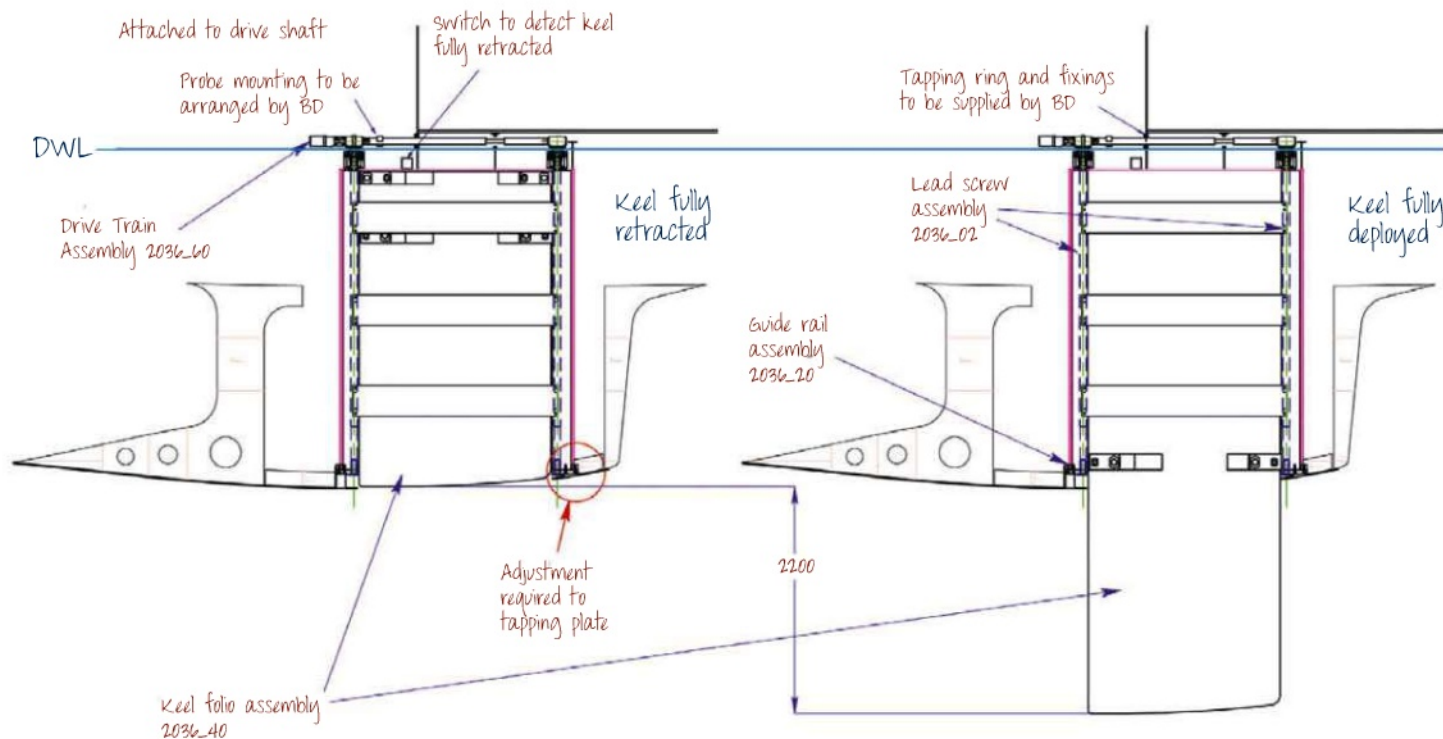
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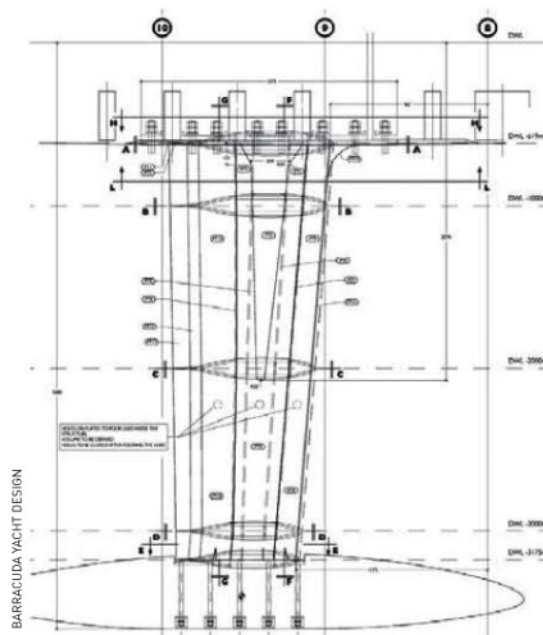
simplest – yet most ambitious – of briefs from the client: to design 'the world's fastest 100-foot cruising yacht'.

The resulting FC Cube 100' would seem an obvious candidate for a canting keel, but as Finot Conq's David de Premorel explains, they decided against it. 'We did look at having a keel that was both lifting and canting, but it would have been a big weight penalty. Since the intention for the boat is to do some of the big offshore races, you need a minimum AVS – an angle of vanishing stability – of about 105 degrees for a boat of that size. It's something that is indirectly specified in the sailing instructions of these races, and also a basic safety feature for the boat. The problem with a canting keel is that, once you're canted, your capsizing angle decreases. If you want a canting keel and the same minimum capsizing angle, you need either a deeper draught or more bulb weight to compensate.'

In the end the canting keel option was rejected on safety grounds, but also with the problems of maintenance making it less attractive too. Instead, the FC Cube 100' is being built with a lifting keel giving a 5.4 metre maximum draught. 'We would have loved to have an even deeper maximum draught,' says de Premorel, 'but the lifting movement of the keel is limited by the height of the hull and deck. If you limit yourself to a certain figure when the keel is up, it mechanically limits you to a certain draught when the keel is down.' The only other option would be to install the lifting ram above deck, and quite apart from the technical challenges, for most superyacht owners this would be too much of an aesthetic sacrifice.

So what other options are out there? If you can't achieve sufficient righting moment with one keel, what about

having two? After all, we're used to the idea of two masts. Briand doesn't dismiss it as such a silly idea. 'Twin keels have been done in the America's Cup for some time, and it's a configuration we studied when we've been involved in design projects for the Cup. So we know a bit about this, and yes, this could be a solution for bigger boats. Maybe one time we will do it; the only problem we have with that is the ability for tacking and manoeuvring, as having one keel forward and one aft has a big effect.'



When draught is no issue, a typical high efficiency keel blade and bulb can be employed (left). However, the resulting draught would be impractical for larger yachts. The 32m Akalam carries a shallower keel with a retractable daggerboard (top)

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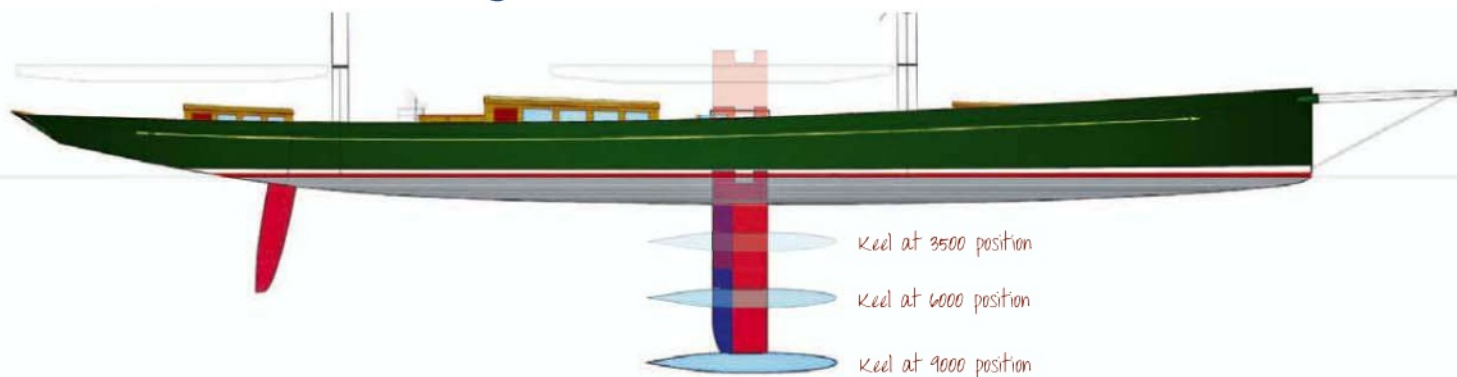
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However, as Briand acknowledges, if the 'tandem' keel was worth considering for America's Cup racing, and all the tight manoeuvring that this kind of racing entails, it should be good enough for the more sedate world of blue-water cruising. 'I wouldn't be surprised to see this in the future,' he says. 'We certainly wouldn't rule out the possibility.'

While the tandem keel remains just a concept at superyacht level, one alternative configuration that is already making its way in the superyacht world is what Briand refers to as a 'centreboarder', otherwise known as a 'whale body'. Instead of a standard keel configuration with a lead bulb attached to the end of a long fin, the lead ballast is incorporated into the bilge to provide the necessary stability. A lifting centreboard then pivots up and down to provide the lateral resistance whilst sailing, fitting into a recess in the hull for minimum draught when not required.

Briand is well acquainted with the concept. 'We have done probably more than a thousand production boats like this so we know the naval architecture of this configuration. But this is not the kind of solution I have considered for large yachts, because compared with a lifting keel, it has a lot of downsides. It leads to a heavier boat. And the efficiency of the centreboard is also in doubt, because it requires an opening in the bottom of the hull and creates some drag. It is a much less interesting solution as far as the performance of the boat is concerned.'

Nevertheless, there is a growing demand from owners who are prepared to compromise ultimate performance for

the ability to reduce draught to its absolute minimum. Malcolm McKeon of Dubois Naval Architects relates the story of *Nirvana*, a 53.5 metre, 2007 Vitters-built ketch. 'The owner wanted to go world cruising with his family, and in order to be able to anchor near the beach, he didn't want more than three metres of draught,' he says. 'We thought, as the design developed, we could convince him that it was unusual to go that shallow, and that we would persuade him to increase the draught to 4.5 or five metres, which is a more conventional fixed draught for a boat that size.'

When it became obvious that the owner really wasn't going to accept a draught of more than three metres, the design office started looking at a variety of lifting keel and centreboard ideas. 'There are two ways of achieving stability – with increased draught or increased beam. So with the extreme shallow draught, we opted for more beam and at the same time all the ballast was placed internally; in this instance we had to use 50 per cent more ballast than we would have done on a boat of this length.'

Nirvana's generous 11.6 metre beam is about a metre wider than it might otherwise have been; with the pivoting centreboard down, the draught increases from three metres to a whopping 10 metres. 'The efficiency of the yacht under sail is exceptional,' says McKeon. 'The centreboard is a very high aspect ratio foil so it was made out of high tensile stainless steel to withstand the extreme loads. We tank-tested the design to confirm sailing performance.'

One of the additional benefits of the centreboard is how

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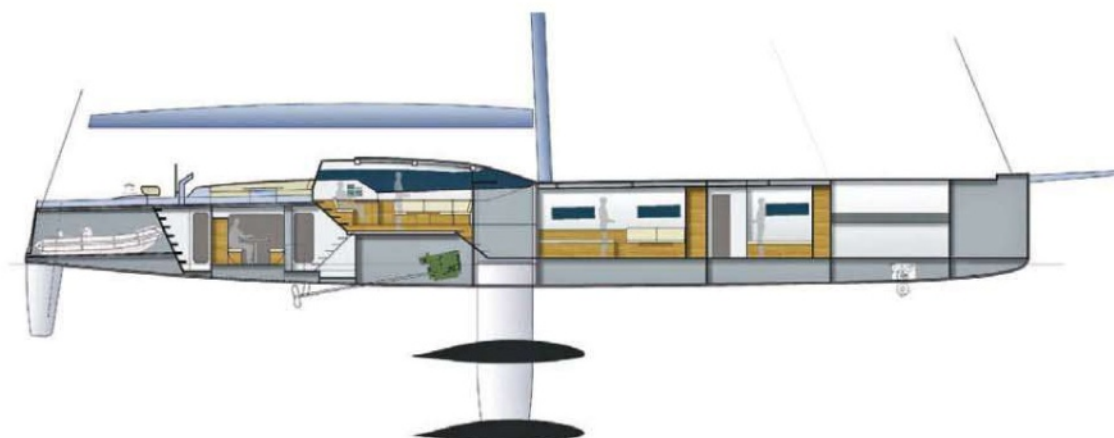


Above and top: the lifting keel on *Hetairos* reduces draught from 9m to 3.5m; the penalty is that in its fully raised position, the keel protrudes above the height of the boom. The yacht also has a lifting rudder

Below and left: the FC Cube 100' claims to be 'the world's fastest 100ft cruising yacht'. Finot Conq rejected the idea of a canting keel, choosing instead to design a lifting keel that takes draught from 5.4m to 3m



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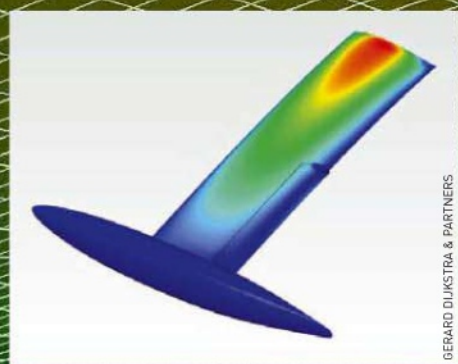
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well it dampens the seasickness-inducing roll of a large yacht downwind, and while the pure performance will never live up to a lifting keel alternative, the success of *Nirvana* has now led to a variation on the centreboard theme with the 57.5 metre ketch built by Royal Huisman, *Twizzle*, and to a third generation 56 metre centreboarder currently under construction at Alloy Yachts.

Íñigo Toledo is also a fan of the centreboard concept and sees considerable hydrodynamic benefits compared with a conventional keel. 'A fixed keel in a big yacht is limited by draught – the keel has to be short in height and long to accommodate the amount of area required [for lateral resistance]. With the daggerboard you get something higher aspect, deeper and narrower which is more efficient, more like a glider wing. Also you have to build [a conventional keel] with a certain thickness and geometry so that it holds the weight of the ballast. There are structural constraints, whereas when you make a daggerboard you can actually just make the most hydrodynamically efficient profile.'

Toledo also believes the specialist nature of daggerboard manufacture results in a higher quality fin. 'When people make daggerboards they somehow make much more effort to achieve a really good finish, more than when the keel is part of the hull. When you order a daggerboard from a composite materials company, the result is much better.'

McKeon sees more centreboarder superyachts, and Toledo agrees. 'I would say in the future you will probably find 50 per cent of boats with fixed keels and 50 per cent

with some kind of movable appendage,' says Toledo. 'Probably about 10 per cent will be lifting, and maybe the other 40 per cent will have daggerboards.'

Quite a prediction, given that every designer we spoke to acknowledges that a centreboarder will always struggle to match the performance of a lifting keel equivalent. What happens when you decide to take your shallow-draught cruiser to a regatta? 'The problem with regattas is that the comparison is too fair and too cruel,' admits Toledo. 'You find out exactly where you are performance-wise. Some owners just don't accept it.'

Better then to stay away? McKeon offers an alternative view. 'What I think is great is when owners participate in these regattas, they can experience the full performance potential of their yacht. Some owners when they're cruising are quite nervous about pushing the boat and how much one can safely heel over whereas during a regatta the yachts are pressed a lot harder and they achieve more speed and ultimately the owners have more fun sailing their yacht.'

The compromise between draught and performance is the perennial challenge of yacht design. Whatever kind of configuration you prefer, Briand encourages all owners to take an interest in the appendage package of their yacht. 'When you design a racing boat, it's the first area you study,' he says. 'However, because appendages are underwater and never seen, they're easily forgotten, but the appendage package is a big part of how the yacht performs. It is hugely important to determining the final quality of the yacht.'

The hull and keel of *Hetairos* undergoes CFD analysis (above) with a typical bending stress distribution analysis of the keel fin while heeled (inset). Below: the keel mechanism on *Hetairos*, and the design and construction of the keel box, is an extraordinary feat of engineering



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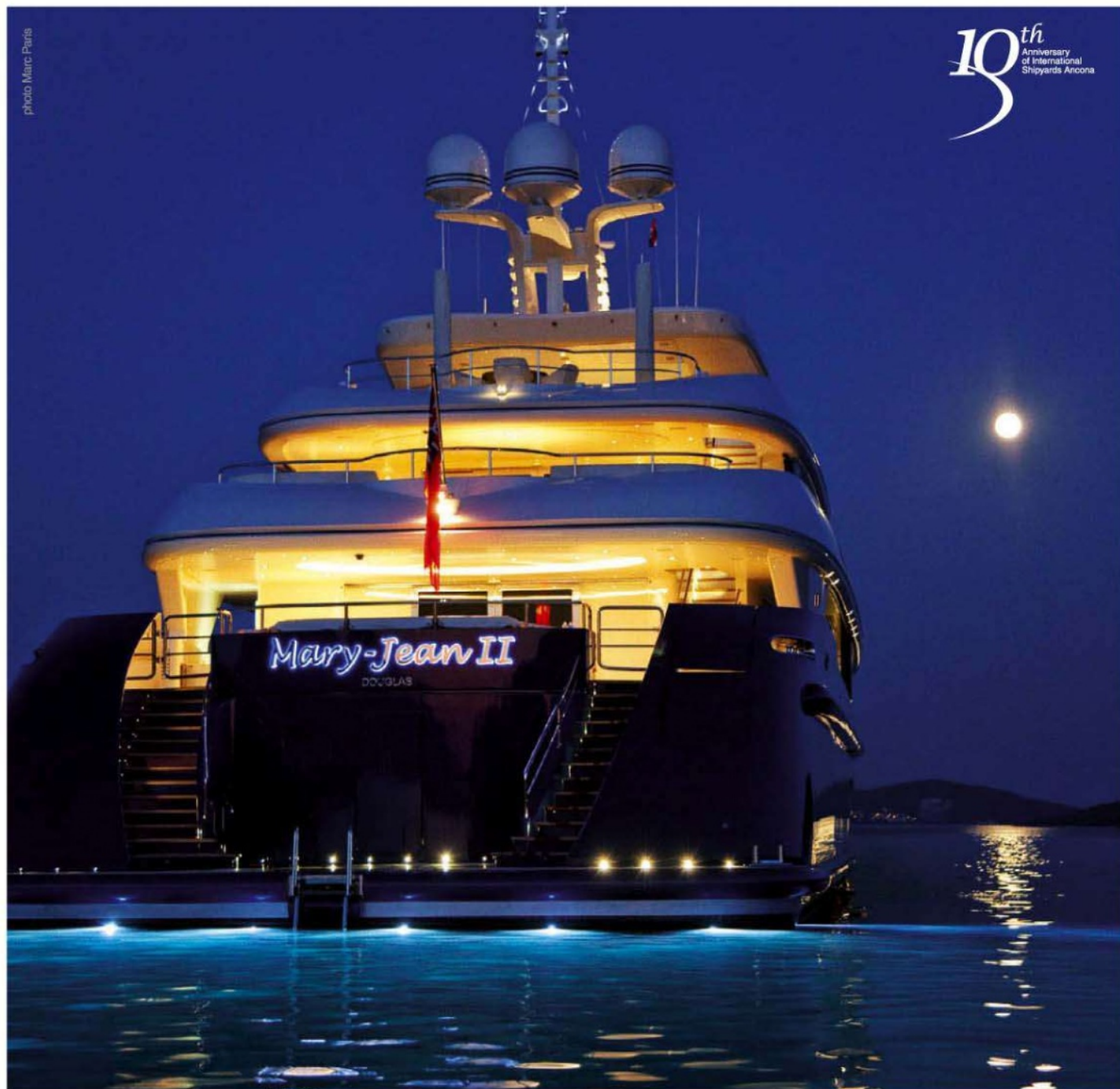
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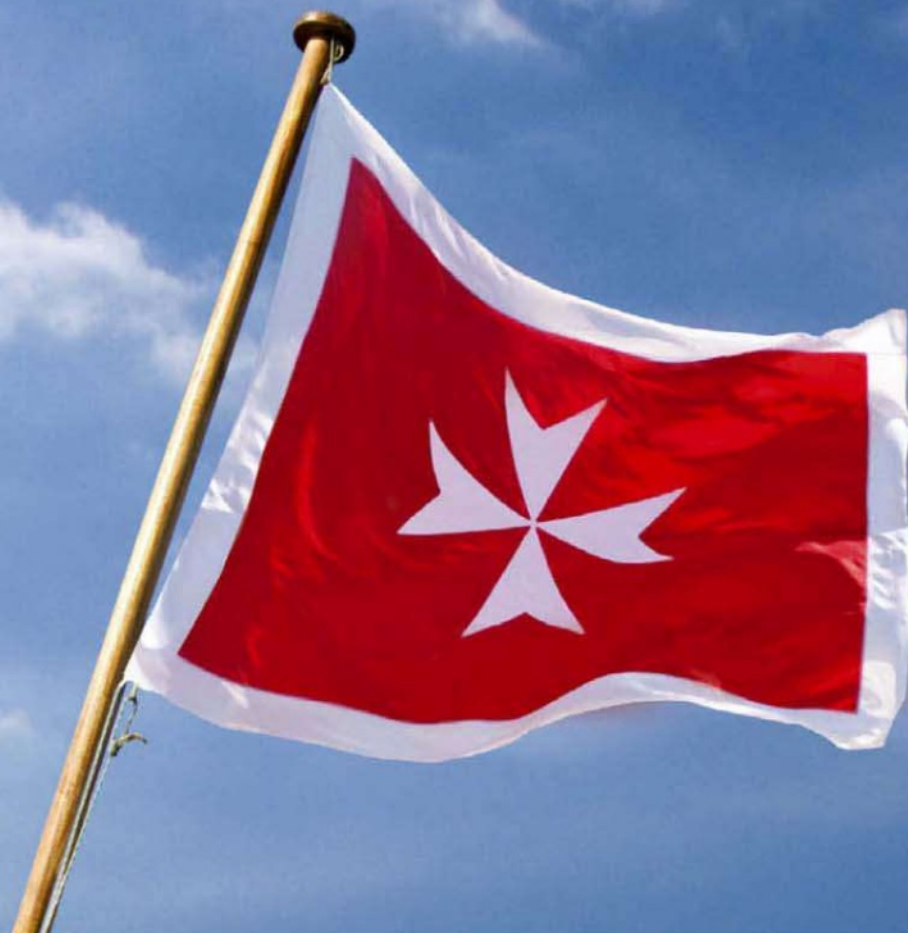
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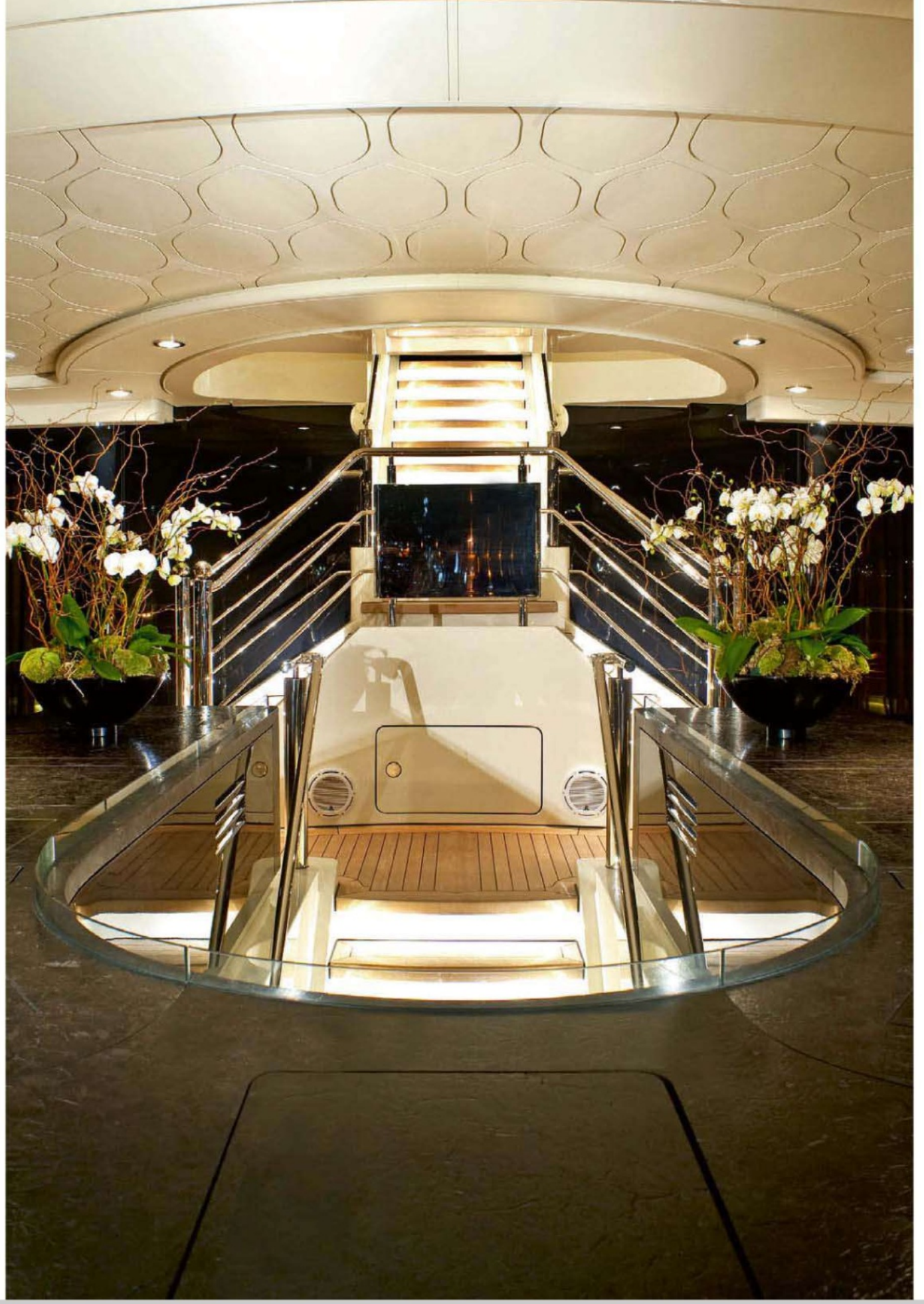
words: Marilyn Mower
photography: Michael Maynard; Buggy Gedlek





Turning the typical yacht layout on its head, MLD created a seagoing version of a local private club, with a sun-drenched swimming pool and lots of lounging areas





Palladium does not represent an evolution in yacht design – she is a new species entirely



The custom Cougar tender was waiting at the appointed hour on the quay of Vilanova Grand Marina. It was alone save for a flock of curious gulls. The blazing Spanish sun on this June morning made the limousine tender's sleek hardtop doubly appealing. Stepping aboard, I immediately dived below, only to be shoed back on deck by Mark Smith, Michael Leach's partner in Michael Leach Design.

Smith was determined I shouldn't miss a single feature of this totally bespoke craft. From the multi-position boarding handrails to the multifunctional stern light, from the folding windscreens on the dual helmstations to the custom entertainment electronics, pop-up dodger and unique window shapes, Smith's rapid-fire 'look at this' and 'here's another thing' filled the trip. In fact the 10-metre tender was the trip until Smith paused for breath, looked up and said, 'Oh, there she is.'

She, in this case, was a two-tone, 95 metre vision of modern yacht design cleaved by a two-storey fan of glass reflecting a non-stop image of sunlight sparkling on the Mediterranean.



Palladium was on sea trials and motored over to rendezvous with us about a mile offshore. No previously published photographs do her justice. The tender's skipper obliged us with a spin around the mother ship, whose unique, dazzling, complex shapes revealed themselves in the dramatic shadows they cast.

Palladium does not represent an evolution in yacht design – she is a new species entirely. Although the owner is no stranger to ownership, this is his first project emanating from a blank page. Zero to 95 metres in one decade is a learning curve of rocket-like trajectory, but he does nothing by half measures. Thus, the transition from the previous yacht to *Palladium* was bold.

Leach had designed this previous yacht, so was brought on board and tasked with upgrading and modernising the design. But modern in his vernacular does not mean geometric or militaristic. 'The yacht's angles are taken from nature... from sea creatures,' he says. 'The project name was Orca; the mast – like the dorsal fin on the killer whale – is perfectly poised back from the tip.'

A series of undulating superstructure forms recall the streamlined power of a dolphin, with radii that are smooth yet purposeful, while floating circular awnings on the owner's deck are reminiscent of moon jellyfish.

The new yacht was also designed around the owner's water sports lifestyle and a request to minimise the distance between the sun deck and the water to keep all the guests in closer proximity to one another.

'We have known the owner for several years and have spent time on board his previous yacht with him,



watching and learning from his crew,' says Leach, who adds that there wasn't a brief from the owner – it was a matter of designing the ultimate yacht for his needs.

Turning the typical yacht layout on its head, MLD created a seagoing version of a local private club, with a sun-drenched swimming pool on the main deck and lots of casual seating and lounging areas – some in the sun and some tucked under the stylishly curved overheads.

The pool, which is six metres long and has a 2.5-metre spa pool at one end, has both wave and current machines for exercise. Enough of the structure is recessed below the level of the main deck so that climbing in and out is effortless. This also means that the centreline pool doesn't disturb the sightlines on the aft deck seating areas, or the view aft from the main saloon for that matter. To preserve the elegance of this area's lifestyle, the deck cantilevers over the bathing platform and tender embarkation point below, obscuring the launch and retrieval of the water bikes and serving as a balcony on the scene.

'We didn't put a beach club down there because it's a technical space,' says Smith. 'It's always full of action and at times resembles a Formula One pit, with mechanics, instructors and wetsuits everywhere.' The central portion of the bathing platform, an area of about 12 square metres, lowers into the water and tilts forward to facilitate launch and retrieval of the toys.

Moving on from the technical space, the bathing platform level extends to the side decks, passing inside the stern corners, where showers are discreetly placed, to a tender garage where the custom Cougars and stacks of windsurfers reside. The shell doors to this area are in three sections: a half-height door in line with the profile, and upper and lower doors recessed about one metre inboard. The tender is launched with all three doors in their open and folded out positions, but then the profile door can be returned to its vertical position, shielding the deck from the odd wave but leaving full access to the garage. Alternatively, the lower inner bulwark can also be raised, creating a clean corridor open to both the air and the garage above rail height. The exceptional











The yacht's robust shell plating is designed on the scantlings of a RoRo ferry. The bow, including the ballasted bulb, is stainless steel back to the frame beyond the anchor pockets. The custom Cougar tender is bespoke in every sense and is modelled on the mother ship



‘The project name was Orca; the mast – like the dorsal fin on the killer whale – is perfectly poised back from the tip,’ says Leach





feature of this design is that a hidden fore and aft passage on the port side links the garage with the crew quarters, so the crew do not have to cross the owner's pool deck to get to the tenders or bathing platform.

Continuing the club theme, forward of the pool area on the main deck is a lounge and cinema with a 105-inch plasma television screen. By day, it is a bright space courtesy of nearly floor-to-ceiling windows and very low bulwarks. By night, the pool deck also features a smoke machine and lasers, and a disco ball clips over the pool. A DJ station directs the fun from inside the saloon.

A large multiroom spa opens forward of this to port, while the starboard side ushers guests to the six main-deck suites via a spectacular atrium. A glass floor in the gymnasium above keeps the entire atrium open to the sky.

The phrase 'windows on the world' is particularly apt

in *Palladium's* guest suites, where the windows represent the maximum allowable cut-outs in the hull. By arranging them as stacked horizontals, views of the outside are available when sitting or standing. Unobtrusive nozzles can rinse away salt spray to maintain the view between washdowns. The furniture, by UK-based bespoke furniture company Silverlining, coils itself in flowing lines within the rigid but textured backdrop of Metrica-crafted walls and ceilings.

Instead of baths, all the guest en suites have very large showers (nearly three square metres) with enormous electronically controlled rain showers overhead. The walls and floors are Bianco Brazil marble and each organically shaped basin is constructed of backlit rare crystal onyx.

To the victor go the spoils, and in this case the owner's deck is its own reward. By enclosing the forward working deck, the owner's view out of his windows is of a vast expanse of teak – in all, the decks measure some 850 square metres – with an intimate seating area tucked under the brow.

The seating area and the bow sun deck – sized for helicopter landings – are accessible from the suite through doors port and starboard. The theme of glass bridging indoor and outdoor spaces is applied

Backlit onyx squares are set into the floor of the stunning atrium like stepping stones







Set under 12 skylights the master bed, with its integral leatherwork, is a tour de force of furniture making. Aft, the large en suite's sense of space is heightened by a mirrored ceiling and remarkable shimmering effects in marble and onyx



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vast expanse
of teak



consistently here as well, with bulwarks kept purposefully low to enable great views.

The centre portion of the room, dominated by 12 skylights, is 3.7 metres high, sloping to 2.7 metres along the sides. A pair of spacious dressing areas separate the entrance to the suite from its 11 metre-long corridor from the atrium. To ensure the highest possible resale price for the yacht, the large en suite in the nanny cabin aft of the master suite can be opened to one of the dressing areas to create his and hers facilities for a subsequent owner.

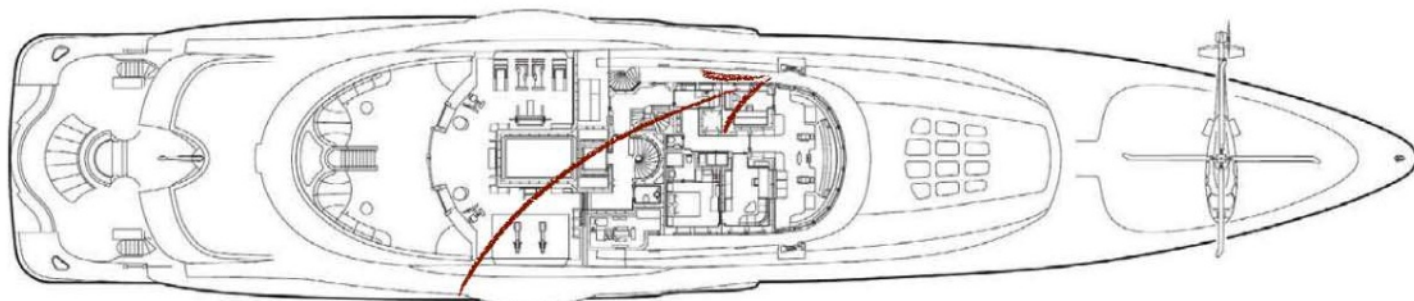
Palladium is full of surprises; the design seems driven by repeatedly asking 'what if?' and pushing the boundaries of technology for answers. She's also the symbol of an owner who is only interested in the best of everything. As the owner's project manager, Alastair Bingham, notes, 'This project has been six years of my life. It wasn't about rushing, it was about excellence, and

the yard stepped up, creating the most elegant solutions to each of the engineering problems we threw at them.'

He adds, 'We knew the yacht would be over 3,000 gross tonnes and we would come under SOLAS regulations. We also knew that there was a large passenger ship code in the works, so we aimed at that. If there was a question of meeting which rules or standards, we went for the highest and I think we can say it even went beyond highest, whatever that is.'

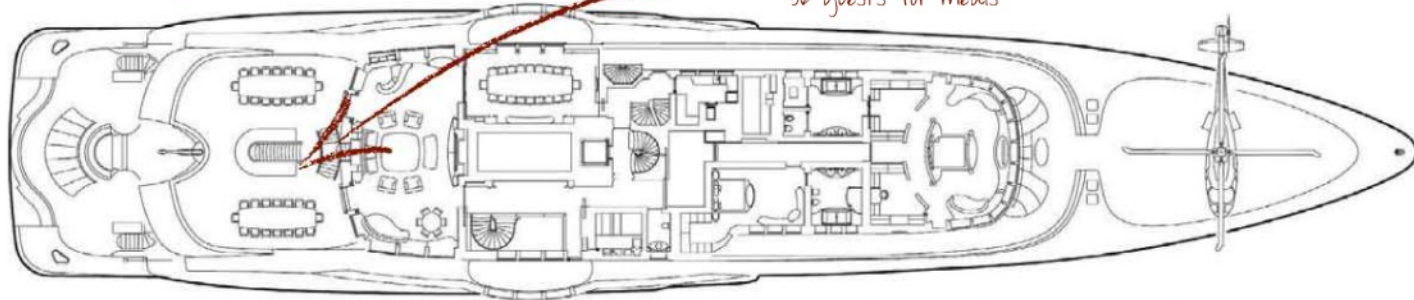


PALLADIUM



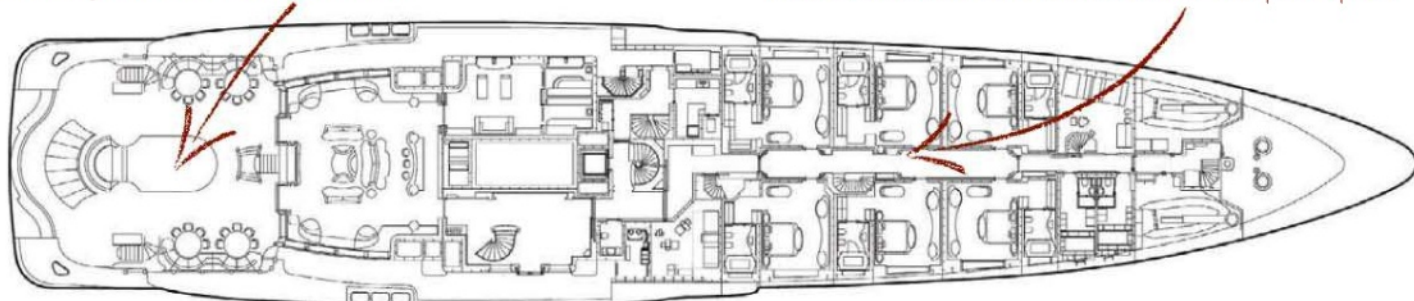
Bridge wing stations swing out through a full 90 degree arc for use and hide away to protect the sleek profile when not needed

The aft owner's deck can seat 36 guests for meals

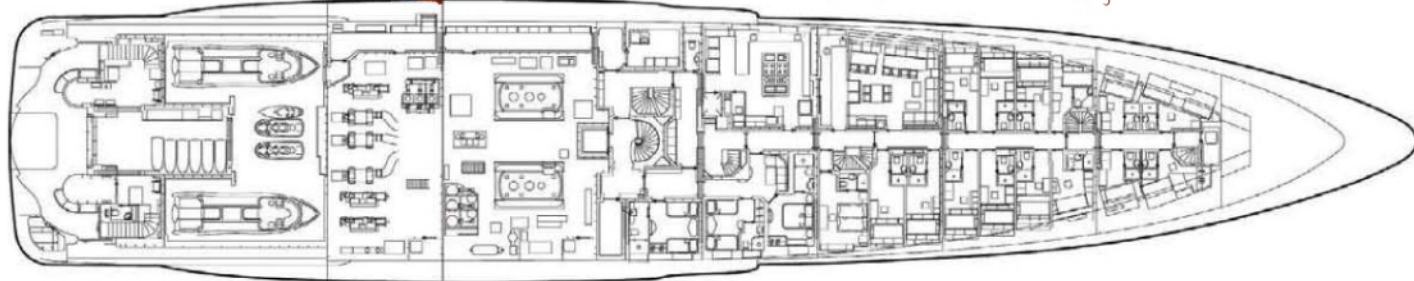


The impressive swimming pool and adjoining spa pool can together hold 41 tonnes of water.

All door edges are stepped creating a triple seal to eliminate the transmission of sound between cabins and public spaces



Palladium features moderate bilge keels and four stabiliser fins; each fin control room has its own powerpack and aircon supply to isolate sound



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Water capacity
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Crew 34
Tenders
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2 x Zodiac rescue boat
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Classification
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Naval architecture
Blohm + Voss

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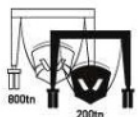
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PALLADIUM – THE MAKING OF...

MICHAEL LEACH DESIGN EMPLOYED SKILLS LEARNT IN THE CAR INDUSTRY TO REFINE THE LINES OF THIS EXTRAORDINARY YACHT



Palladium is all about life. From the organic design that connects the exterior lines with the interior spaces, to the furniture that mushrooms from the floors and even the central consideration of the owner's lifestyle – this 95 metre yacht was built for and about life.

The originality of 'Project Orca', both in her organic structure and the built-for-living requirements of her interiors, presented new challenges. The finished boat is the milestone that she was intended to be because designer Michael Leach and his team eschewed compromises that would have conventionalised the boat, and instead found innovative solutions that allowed the creation of this cutting-edge design.

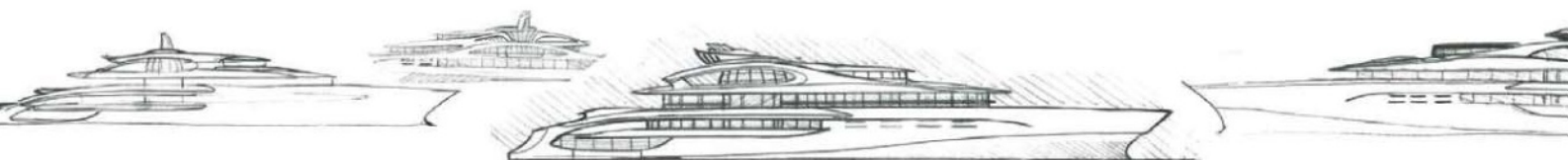
The exterior styling was particularly challenging because the owner required headroom on every deck of 2.45 metres, meaning deck-to-deck heights far greater than on comparable vessels. Cleverly, the flowing lines of *Palladium's* exterior disguise her overall height.

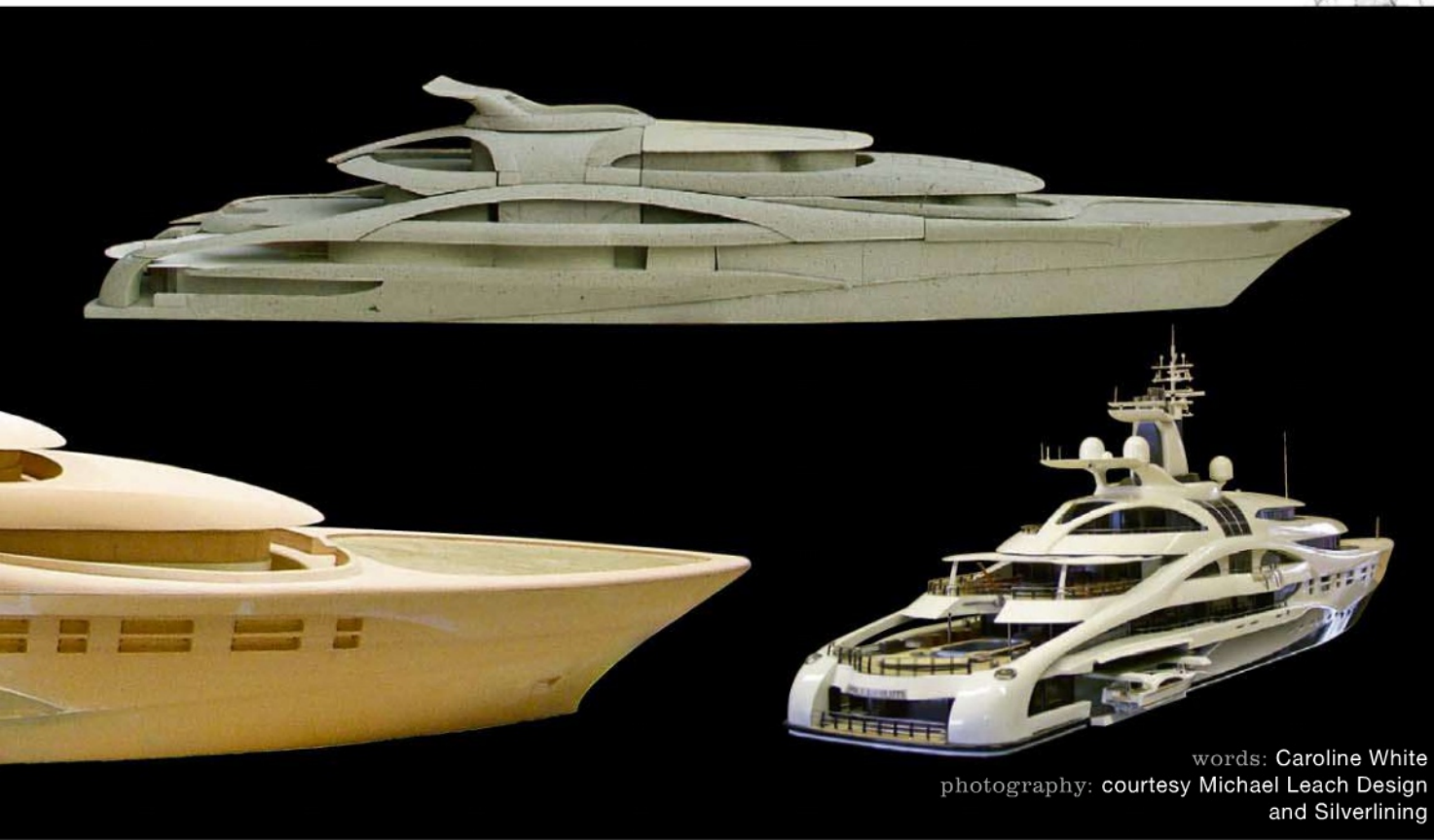
'In our opinion, before the stylist came along motor yachts were designed in profile with little thought for the

3D shape,' explains Leach. 'Our car styling background has enabled us over the years to develop ever more exciting 3D shapes. From the early days of working for Disdale on projects like *Montkaj* and *Tigre d'Or* and [Michael Leach Design partner] Mark Smith working on *Eco* for Martin Francis, this has led us to develop our own yachts *Solemar* and *Anna*, and our ultimate 3D expression – *Palladium*.'

Palladium was designed from the inside out. The vessel's extra height necessitated more beam for stability – 20 metres compared to the 16 metres of a normal yacht of this size. Here was a rare chance: the interior volume was big enough that extra beam could be used to create dramatic hull features harmoniously linking to overhanging balconies with a cross sectional curvature that had never been achieved before.

'Cars are designed in 3D by designers sculpting foam models, painstakingly removing anything that's not the car in their minds,' says Leach. 'They constantly twist and turn it as they refine it to catch the light and judge the angles. In the same way, we passionately shaped





words: Caroline White
photography: courtesy Michael Leach Design
and Silverlining

Unusually, *Palladium's* organic lines were developed using 3D foam modelling skills that the MLD team brought from their experience in the car industry. The design was also put through wind tunnel testing (left) to prove the whale-fin aerofoils at the back of the mast would deflect exhaust fumes away from the deck areas

Palladium in foam – model after model.

'I remember the day when I was with the model maker finishing off the final foam model, and that last little tweak with the sand paper,' Leach continues. 'She looked sensational. It was then down to Matthew Kelly, our in-house naval architect, to convert the foam model into a computer model using laser scanning. It was so refined, the yard used it for their construction. The yard was amazing, never grumbling at the task of engineering that amazing shape into metal. There were hiccups along the way but Mark was there at the yard to solve the problems.'

The smooth, natural lines created by this process of refining meant that special care was required to ensure exhaust fumes did not affect living areas. 'Because she was so stylised we were concerned about the shape sucking the air down on to the aft decks more than normal,' says Smith. 'We wanted a sleek, low profile, so we didn't want the exhaust too high.'

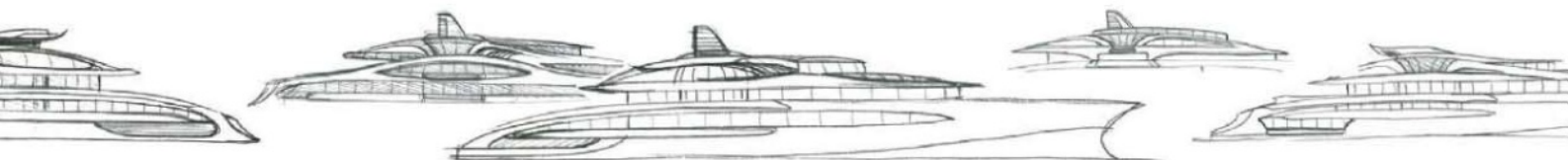
The answers were found in a wind tunnel, where Smith and the shipyard engineers spent two days testing the vessel. They made a number of changes to improve

aerodynamics and air flow, including adding aerofoils to the back of the mast. 'Although it looks like a stylised boat, it's very functional and very purposeful,' he says.

Leach was able to apply the same practical approach to the design of the yacht's living areas. He designed the owner's previous yacht and so had eight years of constant feedback including many trips aboard the owner's boat, where he and Smith observed how the owner and his guests used the yacht. The trips, combined with talking to his crew, sewed the seed for his new yacht.

'We never saw him use the formal main-deck lounge on his previous boat, so on *Palladium* it has been turned into a very relaxed extension to the aft deck,' says Smith.

In this way *Palladium* represents a new approach to superyacht design, and more importantly a new attitude towards owners. The owner's life is at the centre of this project, from the layout to the finishes – creating tactile surfaces that really can be touched was an important design theme from MLD. Like a tailored suit, true luxury is cut to fit an individual, and *Palladium* is masterpiece of bespoke design.

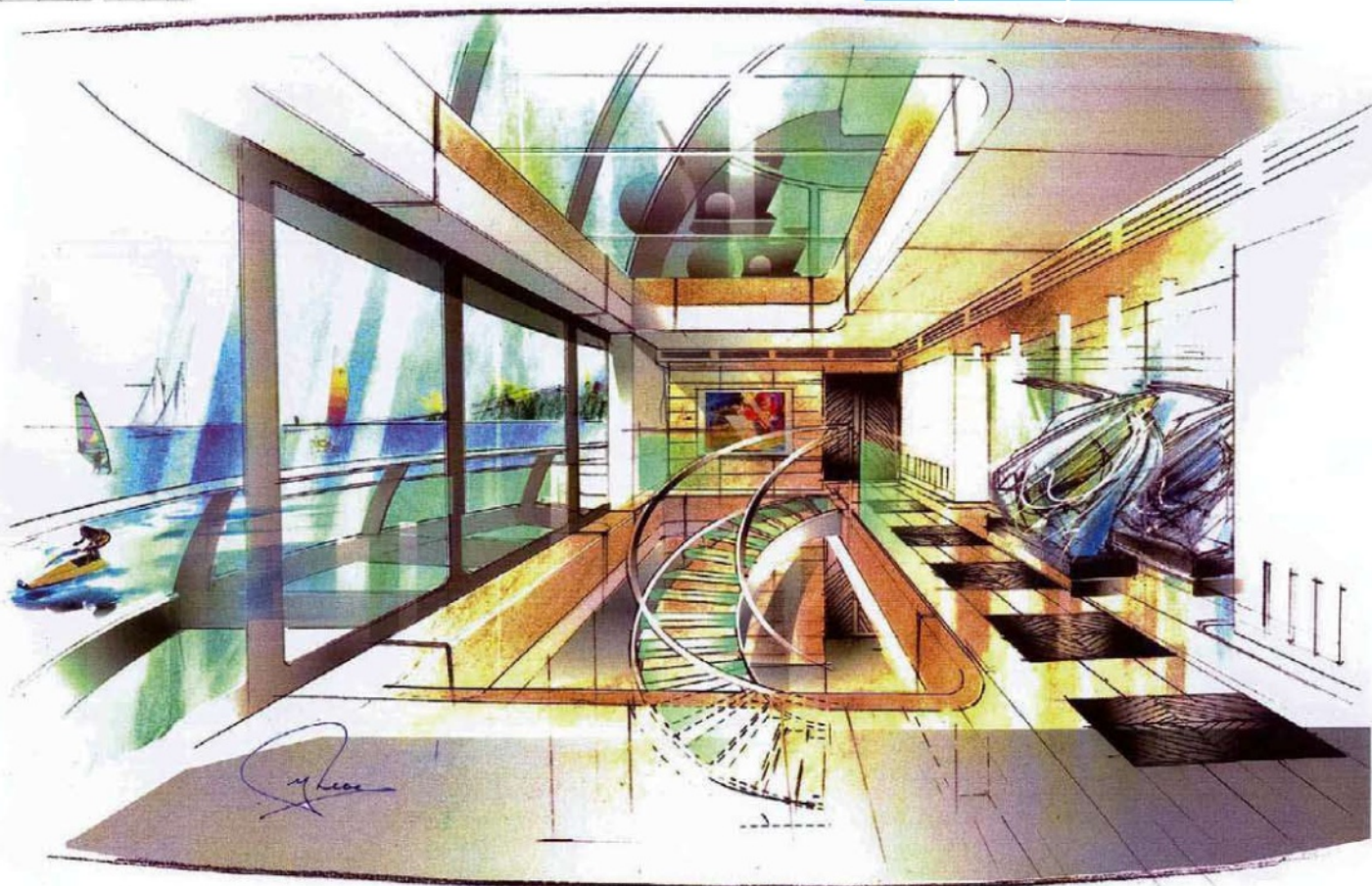




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Innovative concepts always push practical boundaries, and *Palladium's* interiors certainly challenged traditional furniture-making practices.

Creating the interior's complex organic forms demanded artistry, but constructing them to withstand the everyday knocks of yachting life also required innovation and patience. 'With the interior furniture we knew we had to choose someone who was prepared to spend time to develop new ways of production,' says Michael Leach.

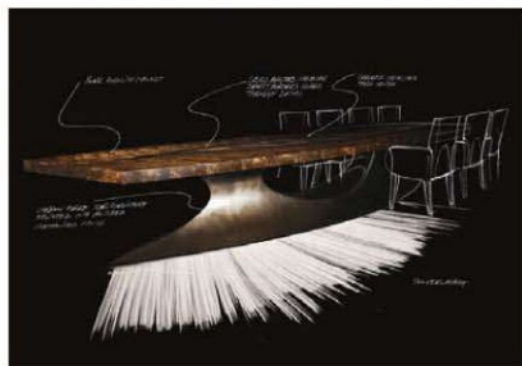
The team turned to Silverlining, a bespoke furniture company known for its craftsmanship and innovation. Working on furniture for superyachts and luxury homes, they are often asked to create fantastical pieces that push methods and materials to their limits. Fittingly, the beautiful but tough finishes required for Michael Leach Design's wear-and-tear solution represented something of a design revolution in themselves.

These resilient materials opened up the way *Palladium's* furniture could be used. For example MLD and Silverlining bordered a coffee table with padded leather, encouraging people to rest their feet on it – something only practical because they used tough coach hide leather (the kind used on saddles). 'The process of finishing this coach hide means you get a surface colour but also, if it's scratched, it's the same colour all the way

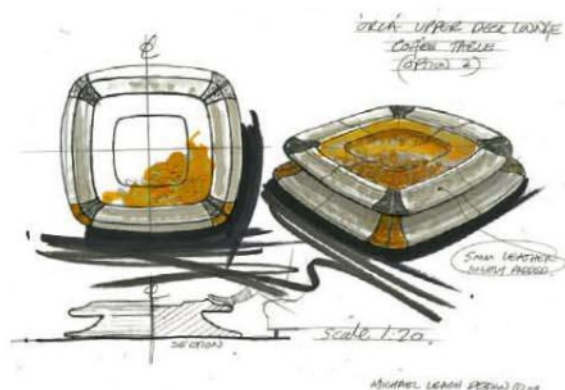
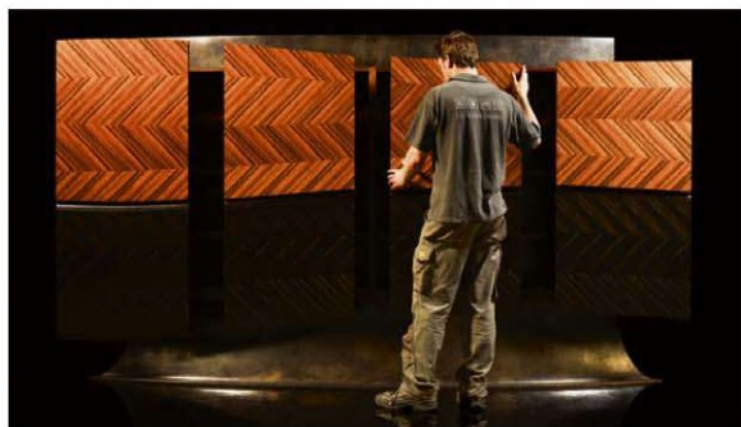
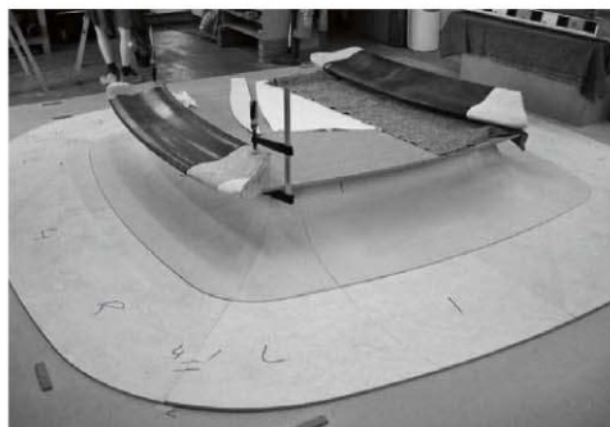
through,' says Alex Hull, head of the design team at Silverlining. 'What you end up with over a period of time is like an old desktop with all the marks of use. It just becomes part of the character of the piece of furniture.'

The pragmatic idea of creating furniture that accrues character and actually improves with use is central to the organic theme of the design. 'A good leather wallet or a piece of Louis Vuitton luggage looks better as it becomes more worn; a sea-worn pebble is beautiful,' says Mark Boddington, founder of Silverlining. 'Nature gets it right.'

Palladium's challenges, however, also required



Superyacht Design



some manmade solutions. The six metre long dining table, which appears to grow out of the floor, was a particular problem. The deck was not reinforced, so the table's weight was limited to 220kg. 'To create a base you could stack up wood and spend ages shaping it – but you'd need 20 people to lift it in the end. The weight restriction drove us to look to different techniques,' says Hull.

MLD inspired the use of a hollow carbon fibre structure, built by a company that makes cockpits for Formula 1 cars – and they moulded a suitably streamlined structure, later sprayed with a cracked metallised finish by a company called Based Upon. On to this Silverlining fixed a burr walnut top with cross-banded ebony. Extraordinarily, two people can lift the whole table easily.

The result of this and other innovations is beautiful, touchable furniture. 'If you sit at the dining table all you want to do is run your feet up that radius. Similarly on the coffee table the front edge is leather, so you want to put your soles on it,' says Mark Smith, partner at MLD.

While some yacht interiors still feel like museums – handsome but untouchable – *Palladium* shows that a yacht interior can be both beautiful and practical – something you can put your soles on to, as well as your soul into.



Silverlining's craftsmen work on the furniture and finishes for the yacht, including the base of the dining table (top left) and an exquisite coffee table that appears to grow organically from the floor (left, second from top). The table follows the sketches and designs from Michael Leach Design





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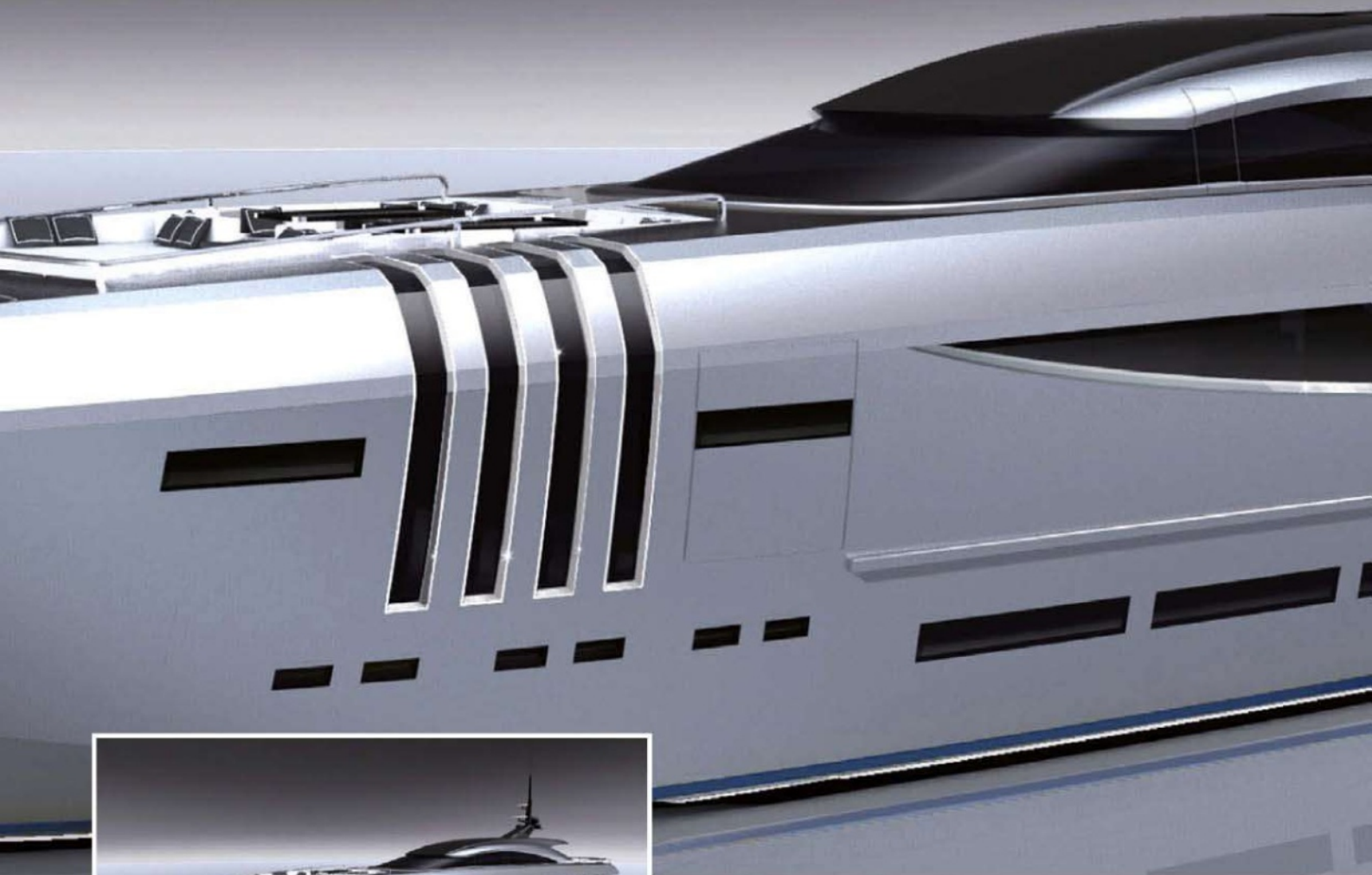

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ANGEL'S SHARE

words: Nigel Sharp
photography: Stefane Bravin; Marc Paris







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Our upwind boat speed was almost matching the wind speed of 12 to 14 knots. The resultant apparent wind, as well as providing a welcome cooling effect, was giving us more of a sensation of speed than was the boat's motion, which seemed smooth and effortless in the calm seas off Palma. Occasionally we would be aware of the background noise of various hydraulic motors – with differing tones, but the crew always attuned to what sounded right – as the sheets were trimmed, sails were furled and rig tension adjusted.

I had joined the Wally 130 *Angel's Share* (formerly *Dream*) on a sea trial, the main purpose of which was to check on two of the boat's self-tacking furling headsails under the watchful eye of North Sails' Warwick Kerr. During the sail, Captain Jamie Anderson referred to the

original Velocity Prediction Program. We were consistently sailing about a knot faster than the predicted figures even though, as he said later, 'sail trim wasn't at the forefront of our minds, which shows how easily one can get great performance from this mega-sailor'.

And a mega-sailor she is. Built in 2009 and later adapted for her current owners – a young, energetic couple with small children – to enjoy fast, comfortable cruising (often to remote areas) and occasional racing, she will also be available to charter for a few weeks a year.

The owners are experienced sailors, and in 2009 they were contemplating going up in size from the 28 metre yacht they owned at the time. Although they anticipated that only a new-build would satisfy their requirements, they were interested to learn that *Dream* was on the market. As soon as they saw her they fell in love and decided she was too good an opportunity to miss. While there would be many things they would want to change, they realised that the boat had all the essential characteristics they wanted – fast sailing performance above all, but also with the additional space and the security of the deep bulwarks that would be entirely suitable for their young, growing family.

They changed the name to *Angel's Share* – a term that seeks to explain what happens to the small amount of liquid that evaporates during alcohol's distilling process – and decided she should have a major refit straight

The 'Wave' table (above) can be removed in racing mode. Rather than try to make good where the cockpit and other items had been removed, it was decided to lay a completely new teak deck







Lürssen's refit work included a complete renewal of the interior including the saloon (above) and guest suites, complete exterior repaint, the replacement of the generator and installation of fresh air supply/cooling system

away as they were keen to get their ideal boat as quickly as possible.

They wanted the boat to go to a Northern European yard, and Lürssen was selected ahead of two others. Although better known for its work on motor yachts, it was highly recommended by the owners of the three-masted schooner *Eos*, built there in 2006. 'It was a brave move for Lürssen to take on such an extreme project with an extremely tight delivery schedule, but it proved to be a very good choice,' says K & K Superyachts' Jukka Kaukonen, the owners' yacht manager. The work started in January 2010 and was scheduled to be completed in October.

Eidsgaard Design was commissioned to restyle the interior. It was clear that little could be done to the basic general arrangement, constrained as it was by the positions of the composite bulkheads of high spec carbon construction, but the owners already knew that the layout would suit their needs. However, there was no such restriction on the details within each cabin, and the aft saloon, for instance, was completely reconfigured. The sofa was reorientated and lowered to maximise the views through the aft windows and side portholes, and the dining area was changed from an L-shape to a U. The aft guest cabin has now been specifically fitted out for the owners' children, while the emphasis in the other guest cabins is on flexibility of use – each can be used as a twin or a double, and they have removable Pullmans.

Big changes have also been made in the crew quarters and galley. Extra space, gained by reducing the size of the captain's en suite, was used for a washer/drier and additional refrigeration – both of which will be essential for remote-area cruising.

'The original styling included a lot of carbon fibre with stained painted surfaces and grey fabric,' says Eidsgaard's Ben Harrison. 'The clients' brief was to create (as they put it) "Norwegian beach house meets Japanese tea room", and increase the natural light and fresh air into the boat.'

It was also a high priority to reduce the noise levels on board. 'On the original sea trial the owner and I had to talk loudly to each other in his cabin to make ourselves heard above the prop and engine noise,' says Anderson. Prior to the refit a sound-proofing specialist carried out tests regarding structure-borne and machinery noise throughout the boat and then proposed a number of modifications, although there was concern that some of these would inevitably be in conflict with the brief not to increase the boat's displacement.

However, not only did the new suspended ceiling and



floating sub floor – to which Kaukonen attributes a lot of the sound reduction – prove to be lighter than the original, but the yard was also able to save weight in other areas. Much of the new joinery is built with honeycomb cores, for instance, and great efforts were made to ensure any replacement equipment, such as fridges and freezers, were lighter than the originals. 'We concentrated on weight management and lightweight construction, using materials that are also used in aircraft construction,' explains Martin Collberg, Lürssen's project manager. Astonishingly, the end result was a much quieter boat which is about three tonnes lighter.

The owners also had clear ideas as to how the deck layout could be improved. The U-shaped cockpit has been removed and replaced with a sculptured seating area and table, which has been christened the 'Wave'. This was designed by AL_A: Amanda Levete Architects, commissioned by the owners to re-imagine the usual cockpit/table configuration. When the boat goes racing, the Wave can be removed and its fixing points used to attach aluminium rails, to which stand-by sails could be tied. A central navigation station was also removed from the deck to make space for the Wave, and the instruments it contained have now been incorporated into the outboard helm consoles, where they are of more use.

Merfyn Owen of Owen Clarke Design was brought in to advise on the boat's performance, and how it might be optimised to suit the owners' plans. As a result, several rig modifications were made but there was also an interesting addition to the hull: the Interceptor trim control system is effectively a 'guillotine' that is built into the bottom of the







transom and protrudes downwards by about 70mm. 'This might sound as if it is acting as a brake,' Owen says, 'but it does reduce drag, as tank tests proved.'

The philosophy behind the boat's sailing systems is simplicity and safety. The self-tacking headsail sheet is controlled by a hydraulic ram hidden within the port bulwark, and the mainsheet by a series of three rams under the galley sole boards. The running backstays are only needed when an overlapping staysail is hanked on to the removable inner forestay, and not when the furling headsails are used. The mainsail can be lowered and stowed by just two crew, helped by the Harken Switch Track system and the lazy jacks, although on deliveries they tend to strap the boom to a crutch and use a loose-footed trysail.

A new suit of North sails completed the refit. 'The choice of sailmaker was based on its worldwide service network,' says Anderson. 'The owner works incredibly hard and his holiday time is precious to him. Losing a day or half a day of it would be fairly catastrophic.'

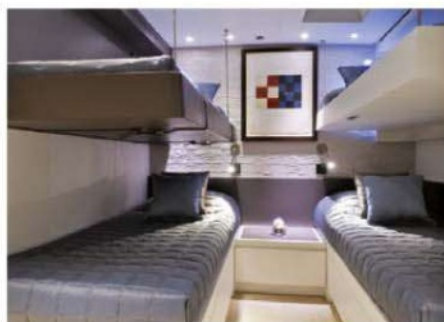
The owners are delighted with the outcome of the refit, which finished on time and allowed them to enjoy some winter Caribbean cruising. 'Everything went to plan,' says Kaukonen 'even though, as in all refits, the work list tended to increase rather than decrease. I doubt it could have been done any faster, anywhere.' Furthermore, *Angel's Share* won the 2011 World Superyacht Award for best refitted yacht.

Our sea trial came to a satisfactory end as we returned to our berth, and everyone was happy with the headsails. There was a small problem with the new halyard locking

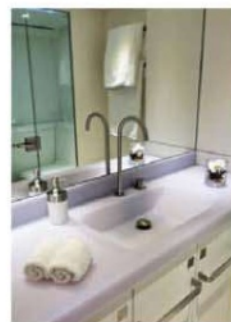
system but the crew were confident there would be a simple solution.

A couple of weeks later the owners were due on board for a Mediterranean cruise on which they would be accompanied by their other Wally, a 40 knot tender called *Murmur* (named after a fallen angel!), which gives them more flexibility with regard to destinations. They are also planning to race at Les Voiles de St Tropez this year and, although their priorities are likely to continue to be fast cruising, they will then consider subsequent racing possibilities.





Muted colours are used in the owners' suite (above). A Shoji screen with backlit vellum panels mimics daylight and has replaced a large mirror. The other bulkheads and worktops are a combination of straight-grained walnut veneer and white paint



ANGEL'S SHARE *Wally*

LOA 39m
Beam 7.9m
Draught 4.5m-6.5m
Displacement 100 tonnes
Gross tonnage 113GT
Max speed (power)
 14 knots

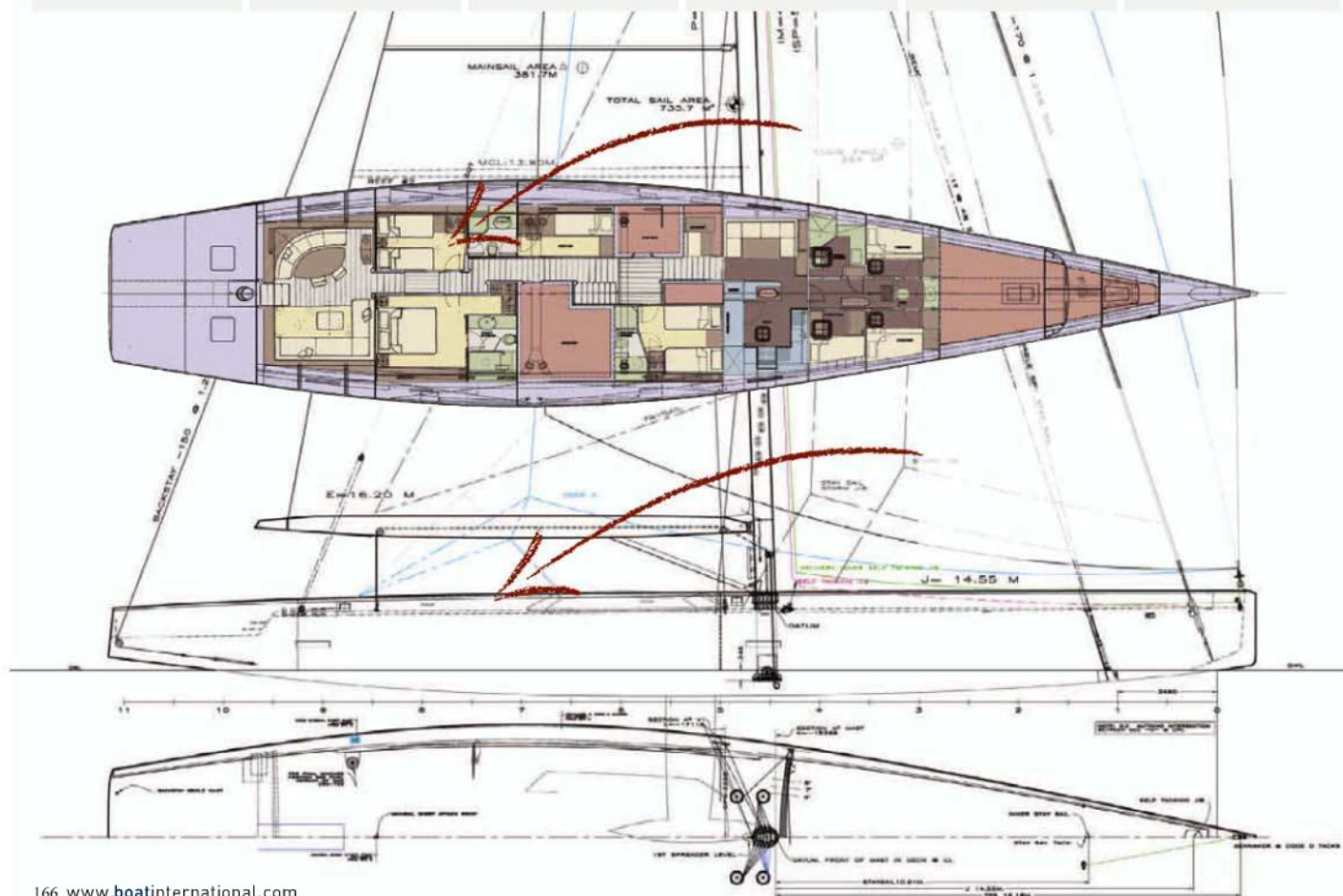
Sail area Upwind - 765m²,
 Downwind - 1,560m²
Standing rigging
 PBO by Future Fibres
Mast and boom
 Super-High Modulus by
 Hall Spars
Fuel capacity
 5,000 litres

Freshwater capacity
 2,000 litres
Owner and guests 10
Max charter guests 12
Crew 5
Construction composite
Naval architect
 Javier Soto Acebal

Exterior styling
 AL_A: Amanda Levete
 Architects
Interior design
 Eidsgaard Design Limited
**Owner's project
 manager**
 Jukka Kaukonen, K & K
 Superyachts

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The winning designer will receive a prize of €5,000 and will also gain complimentary entry to the two-day Superyachts Design Symposium in Palm Beach. The highest ranked student of yacht design will also be offered a two-week work experience attachment in an established yacht design office.

Additionally, all finalists will have the rare opportunity to gain some first-hand industry experience at the kind invitation of Lürssen Shipyard, who will fly all finalists to Germany to visit their impressive shipyards in Bremen and Rendsburg.

ENTRIES CLOSE ON 31 JULY, 2011

For more information on the Young Designer of the Year Award, please contact:

Roger Lean-Vercoe
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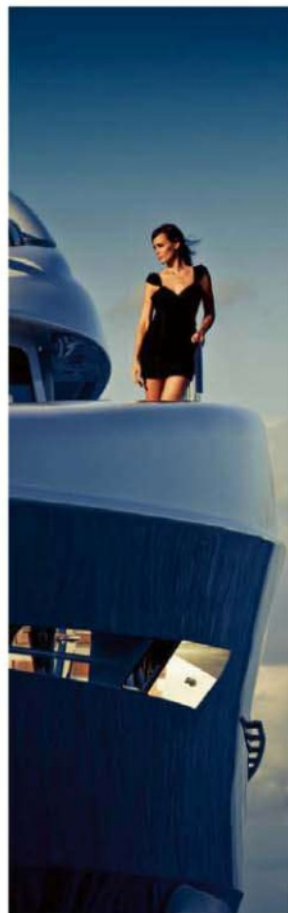
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Her name has its origins in a Buddhist term conveying 'enlightenment' – a particularly apt name for this 50 metre yacht, given to her by an owner who has indeed been enlightened by the whole process of her design and construction

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S A T O R I





Over the past 10 or so years, Dutch superyacht builder Heesen has moved with the trend within the industry to develop designs specifically created for series production. In these, the naval architecture and engineering cannot be changed but, within these limitations, the owner is given a completely free hand to modify the exterior and create the interior of his dreams.

These semi-custom yachts make sense for both the buyer, who has the benefit of a tried and tested design in which he could adjust about 80 per cent of the interior to his needs, and the builder, which can better calculate its costs and offer the client a value-for-money product. Both parties benefit from the reduction in build time.

Heesen has been incredibly successful with its semi-custom 37, 44 and 47 Metre Series, having delivered 10, eight and nine units respectively. Of course, the secret to the success of a semi-custom series lies in having an attractive design that appeals to a wide range of clients, and then its construction to high standards for an attractive price. Heesen have excelled at this, so the

launch of *Satori*, the first of their new 50 Metre Series design, should make us all sit up and pay attention.

The starting point for any new design is the hull, and Heesen engaged renowned naval architects Van Oossanen & Associates (VOA) for the task. VOA remains under the leadership of Piet Van Oossanen, whose first notable success was assisting in the development of the keel design for the 12 Metre *Australia II* that lifted the America's Cup from the Americans in 1982.

The result of its studies is a hard-chine hull form with a fine entry developed from hulls of Heesen's successful 44 Metre and 47 Metre Series. Hull lines were optimised using computational fluid dynamics software and the end result was a satisfactory reduction in resistance, and thus in required engine power. Model tank testing at the Marin facility confirmed the calculations, and also showed that the hull performed well in waves, particularly in respect to accelerations and slamming. Propulsion efficiency was maximised with optimum-sized propellers and well-shaped shaft appendages. It was certainly a good start in life for a new semi-custom series.

The sun deck has a 2,000 litre spa pool with huge aft sunpads. On the foredeck is a tented seating area that gives guests uninterrupted views of the ocean





SATORI

Satori is overtly part of the Heesen family and clearly looks a winner, with sporty lines that combine the exuberance of the 37 Metre Series with the decorum that one might expect from a larger yacht







‘When a designer gets me to lie on the floor to see how the underside of a piece of furniture is as perfect as its visible elements, I know we both appreciate what he has achieved’

As for her looks, *Satori* is overtly part of the Heesen family and clearly looks a winner, with sporty lines that combine the exuberance of the 37 Metre Series with the decorum that one might expect from a larger yacht. Frank Laupman, from Omega Architects, who has styled all of Heesen's semi-custom models, was responsible for this, and his triumph was in combining these good looks with a range of spacious deck areas.

He was helped in this endeavour by the highly practical requirement to keep the yacht's tonnage beneath 500GT (a measure of enclosed internal volume), above which size the IMO regulations become more penurious. This is a tough target to achieve in any 50 metre motor yacht, but a side effect of squeezing below this figure (*Satori* is 499GT) did mean that there was no pressure to sacrifice deck space to maximise the interior volume.

Satori's Californian owner had already put his name against the second yacht in the 50 metre series, but jumped at the opportunity to shave a year off the construction time when the owner of the first project pulled out.

Naturally, he wanted to make changes, and having greatly admired the 56-metre Perini Navi sailing yacht *Riela*, whose interior and deck areas had been designed by Rémi Tessier, he immediately approached this Paris-based designer.

Tessier's signature is 'Pure Design' – and one can see from a single glance at *Satori*'s decks that this is exactly what he delivered. Every line, every detail and every aspect is considered, balanced and perfectly executed. The owner recalls, 'When a designer gets me to lie on the floor to see how the underside of a piece of furniture

he designed is as perfect as its visible elements, I know that we both appreciate what he has achieved.'

On *Satori*, one can only marvel at the exact positioning of, for instance, the sitting area on the main deck aft. Set against the aft rail, flanked by passages to the twin stairs that lead down to the bathing platform, the area is set out with geometric precision. An open 'U' of sofas, with handy tables filling the corners, has two perfectly finished high gloss teak-topped tables at its centre, and a pair of classic, stainless-steel and leather easy chairs at its open end.

A similar atmosphere has been achieved just above on the bridge deck. Here, the circular floor plan of the aft portion of the deckhouse, enclosed by glass doors and windows that give exceptional exterior visibility, is just crying out to be used as an inside-outside dining area. But Tessier has discarded this notion. The doors don't open wide enough to create the feeling of alfresco dining, so Tessier made this into an observation lounge, positioning at its centre three curved, white leather-covered settees mounted on a round track.

The division of space inside Heesen's semi-custom vessels can be altered within the restrictive framework of the structural bulkheads, and an initial layout had been created for the previous owner by Frank Laupman. On taking over the job, Tessier only found it necessary to adjust one area to better fit his main stairway design.

In principle, the layout of the interior is conventional, with saloons at the aft of the main and bridge decks, and the master cabin set forward of a lobby and galley that occupy the centre of the main deck.

On the lower deck is a stern garage that connects to

The white leather sofas in the upper saloon can be kept separate or united and rotated on a track. They echo the circular dining table on the open deck beyond









In the main deck dining area (previous page and opposite), the table lowers to be more suitable for cocktails, while a stainless steel disc in the centre mirrors another overhead in a stunning ceiling coated with palladium leaf



It would be possible to write a book on Tessier's superb detailing but space is, sadly, lacking. Moving on into the main saloon, one is again bowled over by the clean lines of the room

the engine room, then four guest cabins and the crew quarters in the bow.

A standard layout, certainly, but the interior itself is far from mundane. Although there is a main entrance from the port side-deck, most visitors will enter from the main deck aft between curtains woven from Mongolian horsehair and linen and threaded with a stainless steel wire – a fitting introduction to the sophisticated design elements found in *Satori's* interior.

If anyone had taken the trouble to install a voice recorder by the curved sliding doors, just about the only word it would capture would be 'Wow!'. From the doors, the spectacular vista extends through a small entrance lobby furnished with a bar of mirror-like stainless steel, topped with backlit white onyx, that serves the aft deck, while the ceiling and walls are clad in rich, highly-polished okavango wood. Beyond is a circular dining room and the saloon.

At first, one's eye is drawn to the stainless steel-trimmed, ebony-topped dining table that sits comfortably at the centre of this most agreeable room, then – as is the way with Tessier designs – one's eyes start a voyage of discovery, jumping from one detail to another.

In reality, it would be possible to write a whole book on Tessier's superb detailing but space is, sadly, lacking within the scope of this feature. Suffice it to say that, moving on into the main saloon, one is again bowled over by the clean lines of the room – simple, yet at the same time highly sophisticated. Unusually, a mirror

occupies the forward bulkhead, and this not only creates the impression of longer sight lines, but conceals a television screen that, at the press of a remote control, can be viewed through the mirror.

This decorative style and its sumptuous materials flow throughout the yacht, creating a cool, calm and chic atmosphere. The master cabin, forward of the side entrance lobby, is entered through an office that features a white leather sofa and a dressing table wrapped in the same material, while, in the bedroom, a carpet of fine woven leather surrounds the bed. In the en suite, white stone forms the angular counter and bath, and also clads the shower compartment and floor.

The four guest cabins – two large full beam VIP cabins and two smaller twins of equal luxury – open off a lower deck lobby lit with a luminous slab of backlit onyx that reinforces the daylight that penetrates through a panel of glass in the lobby floor.

The ultimate success of a yacht, both in private or charter use, depends on the crew, so their easy access to all guest areas, the galley, pantries, laundry and their living quarters is of equal importance to the design of the guest areas. An excellent aspect of Heesen's 50 Metre Series is that the division of the interior volume and its layout works very well.

Galley, pantries and the laundry – key service elements – are well sized and well positioned, while crew are able to appear at the necessary points in the guest areas with drinks and food as if by magic, using their own staircase







‘Rémi has successfully created the aesthetic I was seeking,’ comments the owner. ‘A sense of space that not only has a great balance and volume but also great intimacy’

that connects pantries on the main and bridge decks. Additionally, linen can be taken directly from the guest bedrooms to the laundry through a concealed doorway in the forward VIP cabin. The crew mess may be a trifle small for the nine crewmembers when compared with some yachts of this size, but crew cabins compensate for this with good size and pleasant decoration.

Technically speaking, while the yacht houses top quality equipment, all of it is tried and tested. ‘Heesen’s engineering standards are very high,’ says Captain Mark Lacey, who was also the owner’s project manager. ‘We neither wanted to reinvent the wheel, nor did we want to risk fitting ultra-modern, but as yet unproven, equipment. When we took over the project, Tessier needed three months to prepare his designs and this gave us excellent breathing space to ensure the quality of items such as engineering and paintwork.’

Perhaps the only cutting-edge element of the yacht is its lighting, an important feature of Tessier’s design. He brought in lighting consultants Voyons Voir to create three different ‘scenes’ for each room that set the required mood using different combinations and varying intensities of light in which no bulbs are visible and each piece of furniture, artwork or architectural item are all appropriately lit. ‘It’s part of Rémi’s genius’ says Lacey. ‘It sounds simple, but there’s a huge amount of thought and design behind it. In the future I would never do it any other way.’

Once launched it was immediately apparent from the first sea trial and subsequent delivery to the Mediterranean that both *Satori*’s sea-keeping and performance benefit hugely from Van Oossanen’s hull

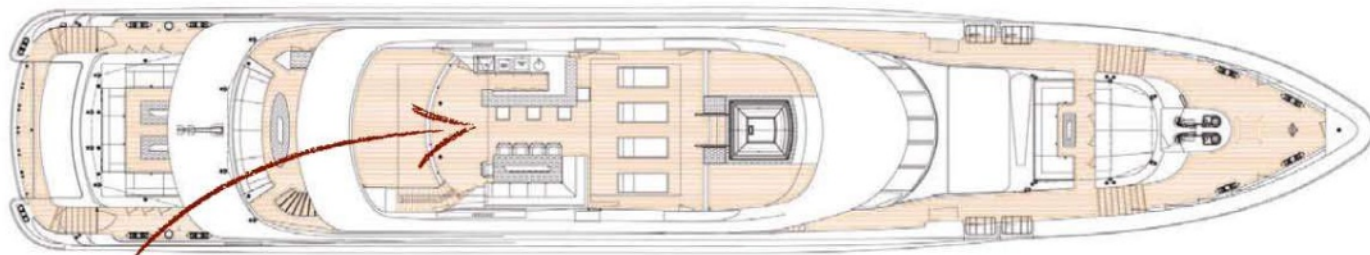
design. Not only is the yacht perfectly balanced but she is also even better in a seaway than her smaller siblings. Powered by a pair of MTU 2,720kW diesels she has a top speed of 24 knots – making her one of the fastest, if not the fastest, 50 metre yacht afloat.

In fact, *Satori*’s seaworthiness was well tested in her delivery voyage from Holland to the Mediterranean when, off the Portuguese coast, she behaved well in large seas generated by an approaching Atlantic storm, surfing down large waves at over 20 knots while remaining fully controllable. ‘There was plenty of wind forecast,’ relates the captain, ‘and my speed allowed me to outpace it – had this been a displacement yacht we would have been caught by the storm.’

Fast, with sporty looks, a stunning interior and a generally high standard of construction, *Satori* is a premium, cutting-edge product from a well-respected Dutch shipyard and the superyachting world will certainly pay her the attention she deserves. Her name has its origins in a Buddhist term conveying ‘enlightenment’ – a particularly apt name for this yacht, given to her by an owner who has indeed been enlightened by the whole process of her design and construction.

‘Rémi has successfully created the aesthetic I was seeking,’ he comments. ‘A sense of space that not only has a great balance and volume but also great intimacy, an important factor for me. Thanks to Heesen’s craftsmen, Rémi’s vision and our dedicated project team, I have enjoyed a timely delivery and a faultless cruising programme. Can an owner ask for more?’





The sun deck has a bar and seating area, plus a large table for alfresco dining. Motorised awnings come out from eyebrows on the mast to give shade

Air-conditioning contractors Heinen & Hopman fitted purifiers that produce radicals that kill 98% of airborne bacteria so the yacht feels healthier and fresher



Heesen has engineered a practical garage within the superstructure for the rescue tender. The captain boasts the tender can be launched in just three minutes

The dining table's stainless disc is a practical 'lazy susan', which is so well engineered that, given the lightest turn, it goes on rotating for over a minute



The garage accommodates a Pascoe seven metre shuttle, a pair of Honda wave runners, four seaBobs and two Paddleboards, all of which can be easily launched through the stern door



SATORI Heesen

LOA 49.8m
LWL 42.7m
Beam 9m
Draught 2.65m
Displacement 300 tonnes (at half load)
Gross tonnage 499GT

Engines
2 x MTU 16V 4000 M90, each 2,720kW
Speed (max/cruise)
24 knots / 21 knots
Range at 12 knots
3,200nm
Generators
Kilo-pak, 2 x 99kW at 50Hz

Bowthrusters
Electrically driven - HRP, 80kW bowthruster
Fuel capacity
68,000 litres
Freshwater capacity
16,200 litres
Owner and guests 10

Crew 9/10
Construction
Full aluminium yacht 5083-H321/H116
Classification
ABS, * A1 Commercial Yachting Service, * AMS, MCA / LY2

Naval architect
Heesen Yachts / Van Oossanen & Associates
Exterior styling
Omega Architects
Interior design
Rémi Tessier
Sales broker
Neal Esterly, Fraser Yachts

Owner's project manager
Captain Mark Lacey
Builder/year
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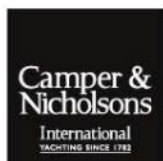
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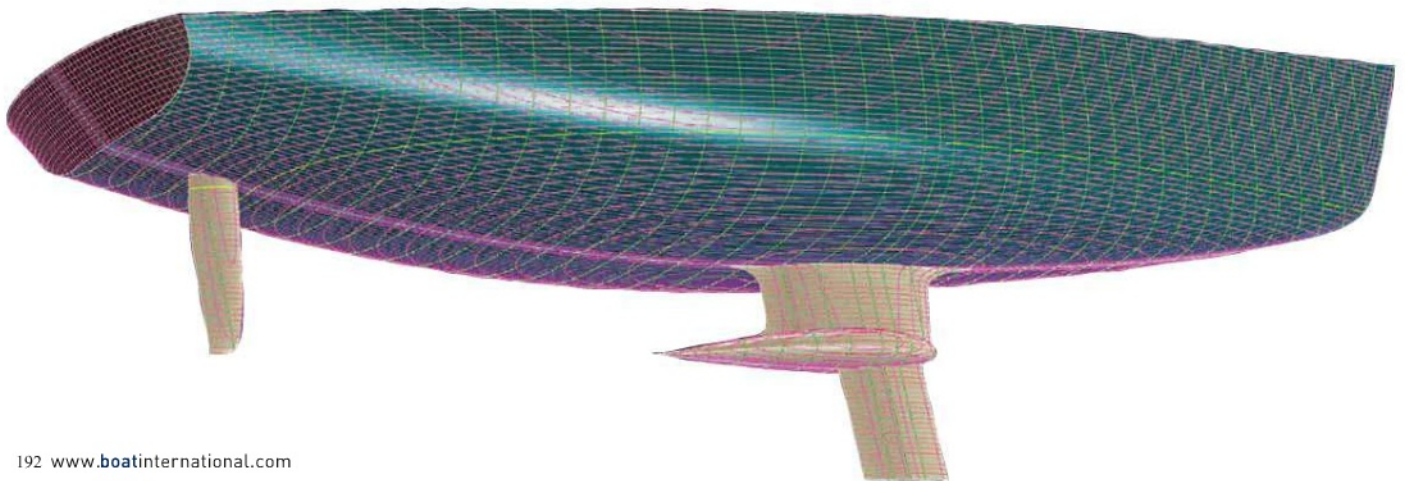
Akalam is rich with paradoxes. The 32 metre sloop has a pleasing retro appearance while the fixed, aft deck canopy suggests that socialising and entertaining is a priority. However, an unusual number of windows in the hull has required some very innovative structural design while the yacht's sailing ability is a product of some impressive performance-design heritage.

The yacht's life began at the Barcos Deportivos yard in Tarragona, Spain, where, with the aluminium hull completed, the project stalled for just over two and a half years. In 2008, UK yard Pendennis launched a successful tender to complete the build and *Akalam* was towed the 2,000 miles to Cornwall on a barge. After 22 months at Pendennis she was launched at the end of 2010.

Her exterior features include a large aft deck covering 60 square metres. There are three individual social areas here: an aft-facing sofa furthest aft with an individual dodger for protection against wind; a large seating area with fixed stainless steel table lamps; and a dining area forward with a cantilevered, glass-topped table that is part piece of art and part engineering marvel courtesy of the craftsmen at Pendennis. The concealed genoa winches just aft of the helms and the absence of any working sheets in the cockpit means the yacht can be cruised or raced with no risk to guests.

The beautifully styled elliptical flagstaff is indicative of the level of detail that has been applied throughout. In the raised deckhouse, the upper saloon is clutter-free: opening any of the sycamore cupboard doors or drawers could reveal the communications centre or a cigar humidor. The yacht's interior designer, Javier Muñoz, has created an apartment-style pilothouse with 'normal' furniture and a superb all-round view through the windows. The curved Rondal aft deck doors are gas-sealed and feature privacy glass, while red floor lighting makes the pilothouse a comfortable, safe and secure location on passage.

In the lower saloon there are hints of a very different





Vast exterior social and deck areas – with a definite hint of traditional styling – contrast with clean and contemporary interior areas featuring sycamore, zebrano, olive and panga woods. Her fixed keel (left) contains a lifting daggerboard which increases sailing draught from 3.6m to 5.5m





design approach. Four large Technoglass windows sit on each side of the saloon, and with the area's floor at sea level, the sensation is remarkable. When the boat is static, the view from the closely-grouped windows is almost uninterrupted; when sailing, the windows begin to submerge at 16 degrees of heel and the 10mm recess around each window creates an hypnotic turbulence. The shrouds from the carbon rig run vertically through the lower saloon, diverting mast load from the hull to a double-bottomed, aluminium box structure designed by the yacht's architect, Iñigo Toledo of Barracuda Yacht Design: a solution that permits a staggering total of 26 large windows in the hull.

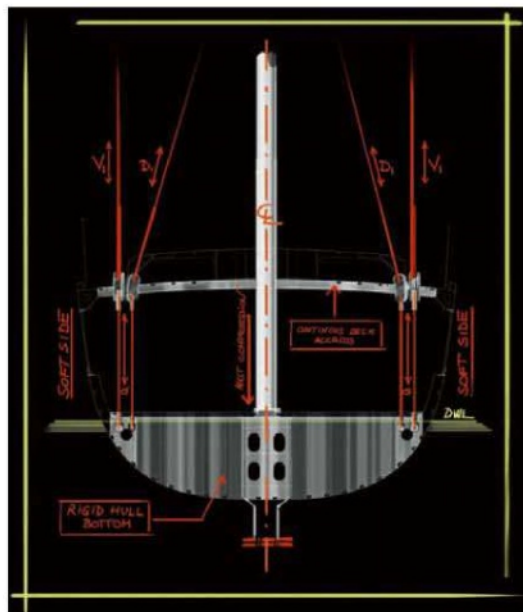
Accessed via a spiral staircase from the upper saloon, the guest accommodation comprises two twin guest suites with Pullman berths, marble-lined showers and large hull windows providing extraordinary visibility. The full-beam owner's cabin has double-skinned walls for soundproofing and the floor is mounted on rubber seals to minimise vibration under motor.

Toledo's diverse portfolio ranges from cruiser-racers to explorer-style motor yachts, and he also worked on Spain's America's Cup challenges in 1992 and 2007. This combined experience has led to a yacht that is nimble and fast. The lifting daggerboard in the keel allows for visiting shallow harbours and bays without impacting sailing performance. Even with the board raised, *Akalam* can beat into 16 knots of breeze sitting comfortably at just over nine knots. At the optimum heel angle of 25 degrees with the board lowered, she hits 11 knots in a 20-knot breeze, and reaching with gennaker in the same conditions gives 14 knots.

The amount of light flooding the interior added to the exceptional deck space means the boat appears far larger than its 32 metres. The design detail and layout is unusually sensitive, supplying an atmosphere that is appealing, practical and functional. Combined with the impressive performance under sail, *Akalam* is a truly remarkable amalgamation of features, style and design.



The key elements below decks, from the lower saloon (left) to the full-beam master (below), are the 26 large hull windows that flood the interior with light and afford spectacular views. They necessitated some clever design in order to keep the rig loads away from the hull (above right)



Demands and design

For Iñigo Toledo, head of Barracuda Yacht Design, the owner's requirements necessitated a fluid and adaptable approach. 'An owner with unusual demands forces solutions,' says Toledo pragmatically. 'The owner required an open space design



throughout with minimal enclosed spaces.' The goal was to link the interior and exterior, and it is possible to walk on to *Akalam* at the stern and see right to the bow through the curved deckhouse entrance windows and along the winch- and rope-free side decks.

Internally, the use of marble threatened to compromise the yacht's contracted weight target. 'It's all about maintaining the balance with performance,' continues Toledo. 'If you forget this balance, you can ruin a boat.' The biggest challenge was to incorporate 26 950mm by 650mm windows within the hull. Calculating the amount of reinforced plating to fit around the window voids ensured hull integrity, but chainplate positioning became crucial. Fitting the chainplates to the hull would critically compromise the hull structure with loads exerted by the mast and rigging. Toledo's solution was to incorporate an aluminium box structure below floor level and position the 25mm Nitronic lower shrouds further inboard than is usual, running vertically through the lower saloon direct to the rigid box structure. By redirecting the mast and rigging loads away from the hull in the lower saloon, the strength of the area occupied by the windows is no longer subject to stress from the rigging or mast compression. Finite Element Analysis was used to calculate the flex and movement in critical areas, and *Akalam* passed classification with Germanischer Lloyd.

AKALAM Pendennis Shipyard

LOA 32m
LWL 26.44m
Beam 7.6m
Draught 3.6m/5.5m
Displacement 115 tonnes
Gross tonnage 137GT
Mast and boom
 Southern Spars carbon

Sailmaker Quantum
Sail area 440m²
Furling systems
 Reckmann, Southern Spars
Winches
 Rondal, Lewmar
Engine
 MAN D2866LE405, 610hp

Speed (cruise)
 Power: 13.5 knots
Range at 11 knots
 1,200nm
Thrusters (bow/stern)
 Max Power R450/R300
Generators
 Onan 40kW, Onan 22.5kW

Fuel capacity
 9,600 litres
Freshwater capacity
 5,300 litres
Owner and guests 6+2
Crew 4
Tender
 Castoldi Jet Tender 14

Construction
 Aluminium
Classification
 GL + MMA
Naval architect
 Barracuda Yacht Design
Exterior styling
 Barracuda Yacht Design

Interior design
 Javier Muñoz
Builder/year
 Pendennis Shipyard/2010
 The Docks, Falmouth,
 Cornwall, UK, TR11 4NR
 tel: +44 (0)1326 211344
 email: info@pendennis.com
 web: www.pendennis.com

with twin helm stations set at the forward end of the cockpit, the large and sociable aft deck is left clear of clutter or interference

The guest tender is stowed in a foredeck well, which doubles as a spa pool when the tender is launched. A crew tender can be stowed in an aft garage

The full beam master suite aft benefits from extensive views and generous floor area

The deck saloon offers comfortable seating with great views. Glass doors open up to the vast aft deck areas creating a large inside/outside social area

Twelve 950mm by 650mm hull windows each side provide plenty of light and magnificent views throughout the lower deck accommodation

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Axantha II

MONACO YACHT SHOW
FORT LAUDERDALE INTERNATIONAL BOAT SHOW
BOOT DÜSSELDORF INTERNATIONAL BOAT SHOW





Axantha

A SLIGHTLY LONGER VERSION OF THE OWNER'S PREVIOUS YACHT, VRIPACK AND JFA HAVE CREATED A TOUGH YET COMFORTABLE EXPLORER YACHT, CAPABLE OF CRUISING TO THE FAR CORNERS OF THE GLOBE

words: Claus Reissig

photography: Bill Muncke; Benoit Stichelbaut



For *Axantha II*'s interiors, the emphasis is on high quality and tradition. The main saloon, like the rest of the accommodation, is fitted out in stained cherry wood with classic detailing

The owner paid special attention to the layout of the bridge. He felt it was important for the crew to feel comfortable as they would be spending several months on board at a time

The customers who come to boatbuilder JFA in the small French town of Concarneau on the Atlantic Coast are mostly experienced owners. Those who live on the coast here know how rough the seas can be and what technology owners should consider when setting off on long voyages, and the yard is renowned for its high quality construction.

The owner of the recently launched 43 metre *Axantha II* had already travelled extensively in a smaller explorer yacht, built by JFA in 2001. He liked her so much that he commissioned a slightly bigger version with only a few minor changes. Quite a compliment to the yard.

The build went smoothly, partly because many key details remained the same, including the deck forward of the superstructure and the fit-out in stained cherry wood. *Axantha II* needed to be able to undertake long voyages, so naval architects Vripack resisted the temptation to incorporate new technology that hadn't been proven over long distances.

Anyone who has ever tried to repair complex technical installations in remote places knows why this is important. Getting hold of spare parts is a complicated business that can often take a considerable time, particularly for specialist parts.

First impressions of the exterior of the aluminium ship are that she looks more like a friendly fishing trawler than a yacht. A bulb below the waterline has been omitted in favour of a clean, sharp stem. Yard manager Frédéric Jaouen likes this borrowing from the past.

Axantha II has also been given a funnel for more than just aesthetic reasons. While the chimney stack on her predecessor was used for stowage, this one acts as a practical exit from the bridge on to the upper deck which has a companionway to the bridge roof forward.







The owner paid special attention to the layout of the bridge, with a centrally positioned pilot's seat, large corner navigation station and corner seating group. He felt it was important for the crew to feel comfortable as they would be spending several months on board at a time. Safety was also at the top of his list of requirements. There are no windows in the front of the superstructure, apart from those on the bridge level, to protect against big seas.

The captain has been given a spacious cabin on the upper deck, half a level below the bridge, so that he is close at hand if needed. The crew of up to eight have relatively generous quarters in the bow section from which they have direct access to the forward work deck with the anchor windlasses, 1,200 kilogram crane and tenders.

The signs of a well-built hull are plain to see. The ship was built entirely in aluminium. Although this is more expensive than steel, its lower weight means smaller



engines can be used, thereby reducing fuel consumption and the size of the fuel tanks, making the ship lighter. In fact, the yard managed to undercut the target weight of 305 tonnes by 14 tonnes.

With the twin 750hp engines the objective was for the ship to cover a distance of 4,500 nautical miles transatlantic at a speed of 11 knots. Now that the yacht is finished, the yard says she could make 6,700 nautical miles at 11.4 knots between fuel stops.

Great attention was paid to ensure very little movement and low noise levels in the owner's quarters. For this reason the suite is situated not on the upper deck but as close as possible to the centre of the ship, immediately forward of the engine room. Dutch noise specialist Van Cappellen was commissioned to take care of the noise insulation. The aim was to keep the level below 51dB in the owner's cabin at cruising speed. The living quarters, comprising all three decks, are mounted on rubber blocks





The living quarters, comprising all three decks, are mounted on rubber blocks in the hull to uncouple them from all noise and vibration. The results are superb

in the hull to uncouple them from all noise and vibration. The results are superb. Under way, the loudest sound in the guest cabins is the air-conditioning, while in the owner's cabin you are aware of only a distant humming, and noise levels here come in at an impressive 46dB.

The bathroom and dressing room between the owner's suite and the bulkhead of the engine room also help to deaden the noise. It is hard to believe you are so close to the engines.

As for the engine room itself, the twin Cummins diesels are almost lost in the vast space, and are hidden behind the large cooling system which lowers the temperature of the intake air.

To reduce the noise level at the cooling air vents on deck, a slight overpressure is created via the air-conditioning unit so that the heated air is forced upwards without extra fans. There is no need to pump large volumes of air through the spaces: sensors effectively regulate the necessary intake and exhaust air.

On deck, the loudest noise comes from the exhaust pipes that emerge just above the waterline. The engineers did consider giving the yacht an underwater exhaust, but rejected the idea due to its technical complexity.

Provisions are brought on board via the small bathing platform on the transom and straight into refrigeration by the shortest route. Only supplies needed immediately are brought into the galley.

Cables run beneath the bridge in a shallow space in which the whole electrical system can be maintained centrally. There is another service area below the guest cabins where the ship's hydraulics can be inspected.

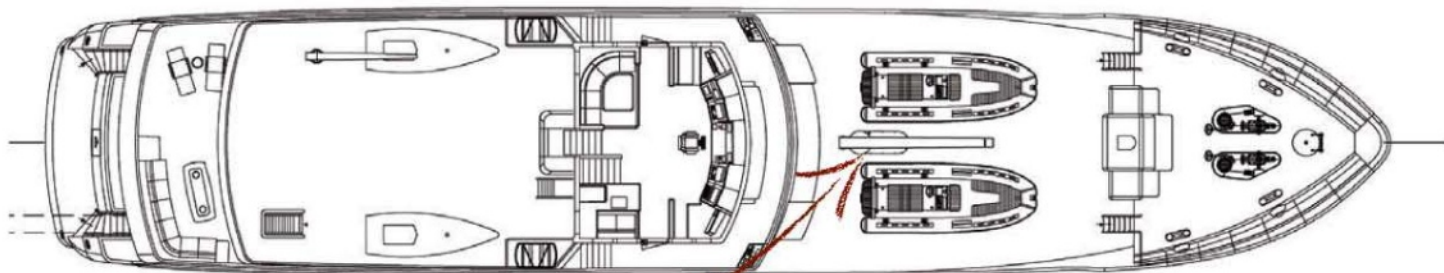
The layout of *Axantha II* is very much designed to preserve the privacy of the owner and guests. The 65 square metre main saloon leads out on to the deck. You will not find an imposing stairway, or even a spa pool.

Both the saloon and the aft deck have a built-in bar. The galley, also on the main deck, is of generous proportions, and has its own windows and a door to the outside deck.

The upper deck has a saloon with library and corner seating group. Sections of the large glass door on to the outside deck slide open at the touch of a button.

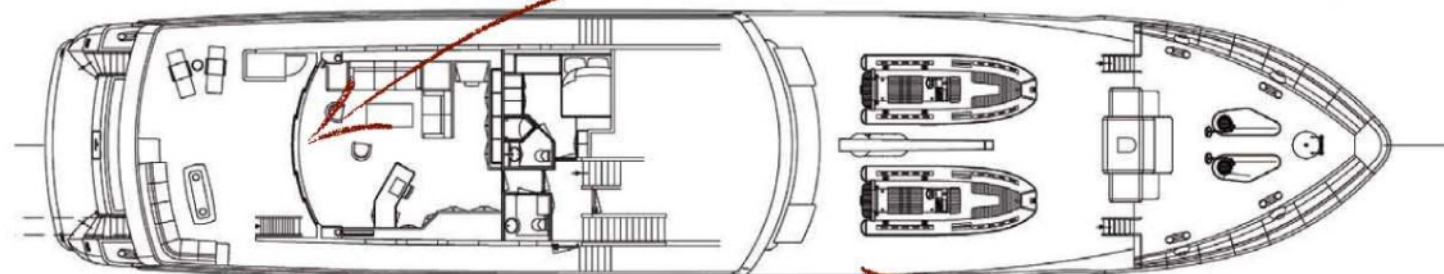
And the first *Axantha*? She has already been sold for a very good price and is cruising around Polynesia. According to JFA, the deciding factor was her excellent engineering. Anyone who has seen the new yacht will find this easy to believe.





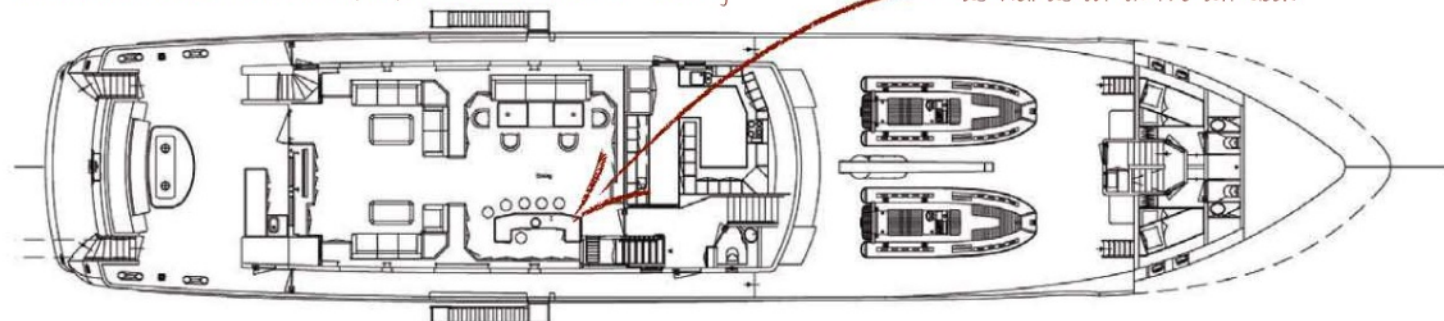
Two Castoldi jet tenders are stowed forward on the deck. The crew also have a separate tender

on the way out on to the deck there is a high sill, as the camber of the deck would not allow a floor-level sliding door

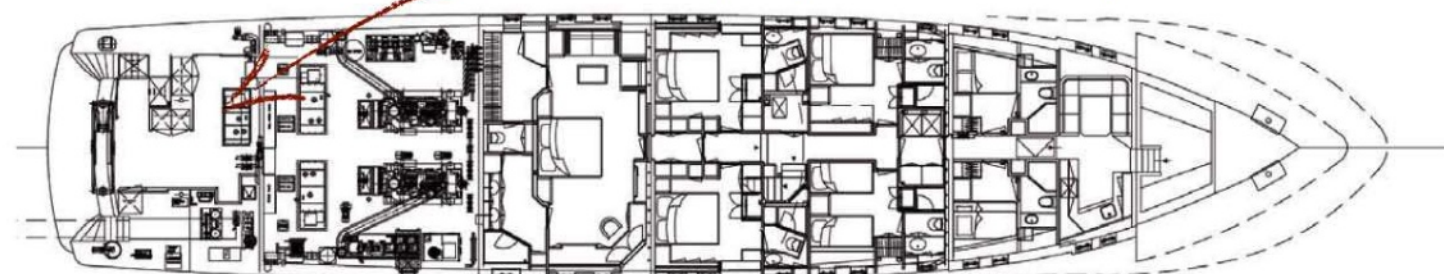


The draught is only 2.5m so when the ship is under way up to 20 tonnes of ballast water are pumped into the tanks for stability

There is a bar in the main saloon as well as out on the aft deck



The engineer's work space, which also houses the large fridge freezers, is aft of the engine room



AXANTHA II JFA Yachts

LOA 43m
LWL 38.8m
Beam 8.75m
Draught 2.5m
Displacement 305 tonnes (half load)
Engines
2 x Cummins QSK 19M;

each 750hp at 1,800rpm.
Gearbox MGX 5222 DC
with reduction ratio 4.03/1
Speed (cruise)
12.5 knots
Range at 11 knots
6,700nm
Bowthrusters
Cramm 125 HP

Generators 2 x main
Onan 80kW/50 Hz; 1 night
genset Onan 50kW/50Hz
Fuel capacity
66,160 litres
Freshwater capacity
15,100 litres
Owner and guests 11

Crew 8
Construction aluminium
Classification
BV Unrestricted and MCA
LY2 compliant
Naval architect
Vripack

Exterior styling
Vripack
Interior design
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Christina G on a path
of enlightenment
along Indonesia's
Ring of Fire

Eastern Indonesia

Christina G island hops from Bali to Sorong

THE VOLCANOES AROUND THE RING OF FIRE PROVIDE A PERFECT LANDSCAPE FOR THE INDONESIAN LEG OF CHRISTINA G'S EPIC ADVENTURE



Top: the journey begins in Bali, where old men while away time in conversation on the beach. Right: Pura Tanah Lot, a Hindu Temple on Bali. The temple has been a part of Balinese mythology for centuries and is now a popular tourist attraction. Above: *Christina G*



words:
Jan-Eric Österlund
photography:
Jan-Eric Österlund



MAP: ADAM PRICE



The sun has just risen. To port, a large volcano, Gunung Api, rises through the water nearly 2,000 metres, and to starboard the volcanic island of Sumbawa. The previous morning we left Bali on our cruise east along the island chain that forms the Ring of Fire in Eastern Indonesia.

Christina G, the yacht I am on board, is a 34 metre motor cruiser built in China at the Kingship yard. Via the Philippines she has sailed south to Singapore and then east along the Indonesian islands. I am aboard as a guest of Gunnar Gillberg, for a short part of his and *Christina G*'s impressive voyage that will take them east from China via Singapore, Indonesia, Palau and Micronesia to Majuro and Hawaii, on to San Diego, then south to Panama and through the Canal, where *Christina G* will be available for chartering. Gunnar planned this voyage for a long time and we had talked about it on many occasions. The Indonesian leg took its final shape during a dinner we had on the banks of Singapore's old river.

Most of Indonesia has been formed by volcanic activity and the meeting of tectonic plates. The Ring of Fire, the series of active and dormant

volcanoes along the fault lines between the plates, starts with Sumatra in the west and continues via Java, Bali, Lombok, Flores and a series of smaller islands to the east before turning north via Tanimbar and Kai Islands to the Maluku (former Moluccas) and then via the Philippines to Japan forming a neat, nearly complete, ring of volcanic activity.

The volcanic eruptions have given birth to the a vast island chain of around 17,000 islands and the old lava fields provide a fertile soil that sustains around 240 million people.

Temples and rice terraces

I joined *Christina G* in Bali and spent a few days looking around the island. It had been nearly 20 years since I visited last. *Christina G* was tied up at the marina in Benoa, the main – and for superyachts the only – port in Bali. The clubhouse hadn't changed at all. Built in a fusion of traditional Balinese and old colonial style, it had no walls, just large pillars carrying the roof. It was still as inviting to have a gin and tonic on the veranda as I remembered from the early nineties.



Above: a local family coming home from work in their gardens. They had never been photographed before, which is why they look both happy and embarrassed. Below: village children saying goodbye. Right: Ili Api volcano gently puffing. Opposite page: a close encounter with a local on Komodo



Bali is an island of contrasts. Half an hour from the port is Kuta, where the waves break on to the beach creating exciting opportunities for surfers in the daytime, and in the evening brightly lit bars provide opportunities of a different kind. Just further north is Seminyak, where elegant villas, hotels and restaurants dominate.

But not far away is the real Bali, and it has succeeded in preserving its character and withstand the onslaught of tourists. Bali is mainly a Hindu island. People live in walled family compounds consisting of numerous houses, often with few walls, and with small temples. A visit to Bali isn't complete without a couple of days in Ubud in the centre of the country, sampling the arts and traditional culture. And for me the highlight was

the walks along the mountain ridges and in the river valleys, photographing and visiting village temples along the way.

Enter the dragon

We left Bali with a few cumulus clouds decorating the bright blue sky. The next day we passed Gunung Api, where I started my story, and steered down towards a protected bay on the eastern side of Komodo Island, where we anchored.

The next morning we were up with the sun and I ventured out with Erik, our Swedish chef, and a guide to go dragon hunting – or at least hunting with cameras. There are about 1,300 dragons left on Komodo, around 1,200 on the neighbouring island, Rinca, and a few on nearby islands; we were pleased to find quite a few. When I was here in the nineties, they were feeding the dragons once a day with a newly killed goat, but this bestial show has now ceased. Instead, some dragons were hanging around the caretakers' huts, hoping to get a free meal. But others were truly wild and are active killers.

Komodo has much more to offer than the dragons. The rain is sparse, so there are large areas without any real forests; more like savannah grass interspersed with occasional kapok trees and borassus palms. The dry river valleys are forested and support a rich bird life.

Whale country

Leaving Komodo we sailed east and passed Rinca island. The ring of islands separating the shallow and warm South China Sea to the north and the colder Indian Ocean to the south creates ferocious tidal streams in the passages between those islands. We experienced rip tides and whirlpools all over those sounds, but nowhere are they stronger than between Rinca and the island of Flores. The mixture of hot and cold



Above our anchorage, Ili Api was towering: a smouldering volcano rising 1,500 metres, and with a plume of smoke coming out of its cone. Lit up by the moon at night we ponder over the constantly changing cloud formations from the smoke



water is a breeding ground for plankton, which attracts large pelagic fish and makes the coral magnificent. I could easily envisage spending a week or two around these islands.

We sailed passed Flores, which has attractive villages and beautiful scenery inland, but we didn't have the time to make those excursions. Instead we headed for Lembata Island, one of the many islands in the Alor archipelago just east of Flores.

The smaller islands east of Flores – Solor, Lembata, Pantar and Alor – experience similar tidal currents as Komodo and Rinca to the west. Because of the abundance of plankton and fish, the whales congregate here during their migratory passages. We decided to anchor on Lembata, where the villagers still hunt whales with bamboo harpoons. The hunters are exempt from the ban on whaling and catch about 20 whales a year. They go out from May to October, when the seas are calm, and we arrived too early to see any whales being speared. To be honest, I was quite pleased, as it must be quite a gruesome spectacle.

Above our anchorage, Ili Api was towering: a smouldering volcano



rising 1,500 metres, and with a plume of smoke constantly coming out of its cone. Lit up by the moon at night we sit on deck and ponder over the constantly changing cloud formations from the smoke.

Spice of life

As we followed the Ring of Fire further east the islands got smaller. Anchoring can be difficult around the volcanoes so we decided to continue to the Tanimbar Islands.

In earlier centuries, spices were a sought-after commodity in Europe. Nutmeg and cloves grew only on a few islands in Maluku. The Portuguese were the first Europeans to learn about the location of the Spice Islands

Nothing had prepared us for the beautiful seascape that we entered. Rising up more than a hundred metres from the sea were needle-sharp formations and narrow ridges, and at sea level the waves had eroded the limestone bases



through their spies in Malaysia. Later the Dutch and the English would fight for control with the Dutch emerging victorious but not before the English had 'stolen' the seeds and planted them in the Caribbean, breaking the hegemony of the Spice Islands.

Tanimbar and the next island group to the north, Kai Islands, are on the outside of the ring and consist of raised limestone instead of volcanic material. They are, like Flores, mainly Christian. People are extremely friendly and helpful. On the small island of Pulau Molu in the northern Tanimbars we anchored at a welcoming bay to snorkel and swim. Soon we were invited to the nearby village by an official-looking gentleman and accompanied by a dozen people from the village.

Gunnar entertained his local visitors on board but I think he was a little disappointed when they were more impressed with the washing machines than the radar equipment and the engine room. In return we were guided around the island, entertained, given a chicken for dinner and presented gifts of ikat garments. They are made of hand-spun cotton, dyed in natural colours coming from plants and bark and then woven into neck-scarfs to signify that we were honoured guests.

When we left Tanimbar for Kai the sky was blue with fluffy white



clouds. Here we found the beaches were as white as the clouds and so fine it felt like walking in flour. The Kai island group must be unique with finest powdery sand on totally deserted beaches.

We anchored off one of the beaches and a driver took us into town for provisioning; the first since Bali! But the market was basic, and the shops even more so. We stocked up on fruit and vegetables, and we were close enough to a mobile phone antenna to make telephone calls and get emails. Outside Jakarta and Bali provisioning is difficult, and a yacht has to bring lots of frozen food. However, we had caught several tunas and dorados during the voyage to add to our cuisine.

Tropical paradise

We left Kai sailing northwest with a chain of islands on our port side and New Guinea, the second largest island in the world, to starboard. New Guinea is divided into two countries. To the east is independent Papua New Guinea and to the west is the easternmost region of Indonesia, now named Papua.

We kept to the outlying islands of Papua, which are renowned for the beautiful coral reefs. We arrived at an island group east of Misool, part of the Raja Ampat group, to the west of the main island of New Guinea. Nothing had prepared us for the beautiful seascape that we entered. Rising up more than a hundred metres from the sea were needle-sharp formations and narrow ridges, and at sea level the waves had eroded the limestone base. Surrounding the larger islands were small 'mushrooms' of rock formations covered in lush vegetation. Nowhere had I read or heard anything about this beautiful archipelago! Gunnar paddled his kayak, I ventured out with camera equipment in the tender, the crew tried to catch lobster and everyone went snorkelling.

The next morning we continued northwest among the Raja Ampat Islands. We anchored at the end of the deep Sagewin Strait in a bay, where they had substantial pearl farms. Gunnar and I were welcomed ashore to see the village.

A day later *Christina G* anchored up outside Sorong, on the westernmost tip of New Guinea, to clear out for the further voyage to Palau. I looked for a flight home, and succeeded via island hopping to reach Singapore. Looking out over the archipelago I could see *Christina G* at anchor waiting to clear out for the next adventure...





Right: fishing canoes at the beach in Papua.
Above: boys having fun after a church visit.
Below: dinner. Opposite page: Limestone rocks at Pulau Lenkfal. Trees have tried to establish roots wherever they can find a cracks with rainwater and some nutrients



FACT FILE Islands of Eastern Indonesia

words: Jan-Eric Österlund



CHRISTINA G

Launched last year, *Christina G* is a twin engine motor yacht designed by Vripack, Holland, and built by the Kingship Shipyard in Zongshang, China. She has four decks including an accommodation deck with four guest cabins. The owner's suite is located on the main deck, along with the galley and saloon. The sun deck includes sunbathing area and a spa pool. Once she reaches her destination she will be available for charter through **Edmiston** (web: www.edmistoncompany.com).

PAPERWORK AND FORMALITIES

In order to cruise in Indonesia you need a cruising permit. You must acquire the CAIT – Clearance Approval for Indonesian Territories – in advance. It can take up to a month to get the paperwork processed and it will be substantially easier by using an agent. *Christina G* used Indonusa (email: info@indonusa-marine.net). It was just over \$1,000 for its services and the fee for the permit itself.

You need to file a planned itinerary when applying for a permit and it is best to mention as many ports as possible in the application. All crew and guests must be named and again it is better to include more rather than less as it doesn't matter if not everyone is on board, but it is a hassle to add crew or guests to the permit.

FEES

Recently, Indonesia has also introduced a temporary import duty. For *Christina G* this was another \$2,350 plus an export duty/fee of \$650. This should be refunded upon leaving Indonesia.

At any large port you also pay fees for port clearance, apart from any marina

fees or similar. They were \$165 per large port. However, *Christina G* didn't enter any large ports apart from Bali, where we entered Indonesian territory, and Sorong, where we cleared out.

The crew and guests can normally get a visa upon arrival (valid for 30 days). If you intend to cruise in Indonesia for more than 30 days you have to apply for this visa in advance.

Any larger port requires the captain to report upon arrival and departure and in places where they don't get many visitors you will often find that a whole regiment of officialdom arrives complete with wives and friends who want to take a look at the yacht. In the smaller places the bureaucracy is replaced by the warmest welcomes you can imagine, when everyone in the village tries to take care of you and show you around.

PASSAGE PLANNING

Indonesia consists of more than 17,000 islands, most of them of volcanic origin, but also raised coral and limestone. It is not difficult to find anchorages and harbours, both close to villages or towns and far away from civilisation with just a deserted beach nearby. Like all tropical areas it is easiest to sail from east to west following the trade winds and this is best done in the winter season from June to September or October.

Sailing east is slightly trickier, but can easily be accomplished in the right season. The summer season from January to March is a good alternative for a sailing yacht. However, in summer the skies are more often overcast and there is a risk of cyclones, although those are more prevalent south of Timor.

The best period of voyaging eastwards is probably in the transitional autumn period of April and May, which was when *Christina G* undertook her voyage. Sailing north of the main island chain from Java to Alor the seas are moderate (or in our case, totally flat) behind the protected barrier of islands to the south, but this passage is most suitable for a motor yacht or a sailing yachts with reasonable engines and fuel tanks.

TIDES

The tides are moderate, normally between one and two metres, but can reach up to 5.4 metres on the southwest coast of Papua. Tidal currents can however be strong in the narrow north-south passages along the Ring of Fire from Bali to Alor. Sea currents follow the winds and run west to east in the beginning of the year and change direction when the southeast trades set in.

WEATHER

The Intertropical Convergence Zone (ITCZ) moves between 10° South in January and more than 6° North in July. It can extend a couple of hundred miles from north to south and is accompanied by cloudy skies and a lot of thunderstorm activity. However, we didn't experience many storms on *Christina G*'s voyage except the ones we saw in the distance. We passed the ITCZ on our way north near the equator.

The best chance of fair, sunny weather in the region we travelled in would be in June to October except around western Papua, where it can rain a lot during these months. But again, we were blessed with sunshine on most of our voyage in April.

Darwin

C L A S S

A new marine species

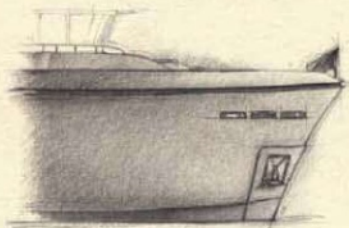


Fig. I. Constantly looking for new prey, it devours waves on and on, through its sturdy and powerful snout.

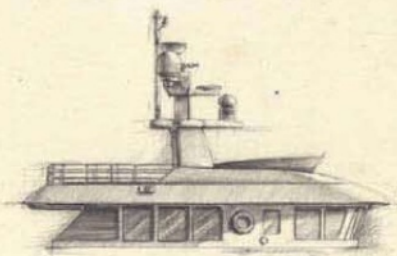


Fig. II. Due to its tonnage, it is provided with a really well developed brain and a keen and long-range eyesight.



Fig. III. Its distinctive and stable gait comes from its compact and solid build like steel.

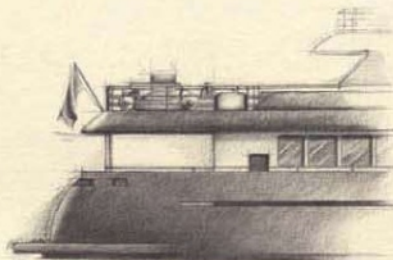


Fig. IV. A protruding tail makes it able to move with agility in every environment without any energy waste.



Fig. V. Darwin Class results as the unique specimen of an until now undiscovered species.

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Sweeteners, commission... or are they backhanders? The Bribery Act will shine a light in the darkest of corners

words: John Leonida, partner, Clyde & Co

Have you ever been in a nightclub so late that you've seen the lights come on? Correct me if I'm wrong, but those dark corners often look supremely unsexy and grubby under the bright lights. The UK Bribery Act 2010 became law on 1 July 2011 and in so doing the lights came on not only for UK business but also for UK citizens – wherever they may be.

Under the new UK law, bribery happens when there is an offer, a promise or some other advantage (that might not be financial) proffered by one person to another where there is the intention to use the advantage to persuade someone else not to do their job properly. At its rawest, it is passing a bung in exchange for winning a contract or perhaps a yacht insurance broker offering to pay a commission to a captain in exchange for the captain getting the yacht insured through that broker.

It is also a criminal offence if you are offering a sum of money or perhaps something else to someone who shouldn't be taking any personal benefit because of the function they perform – for example, a bottle of 1986 Chateau Lafite-Rothschild Pauillac as a gift to a classification society surveyor conducting a survey, or a brown envelope full of cash paid to a local official to ensure a good mooring. Of course, the offence of taking a bribe occurs when you accept the bung or the offer of some other advantage in exchange for not performing your duties properly.

I can't think of another single piece of English legislation that has lawyers and businesses from all over the world so interested. And it's easy to understand why. The British bobby will, potentially, have extremely long arms to feel the collars of offenders wherever they may be. If you are a British national, if you are the director of a British company, not only are you caught but also the people who work for you are caught. It does not matter if you directly or indirectly employ those people. So widely is the net cast that if there are any Brits in the chain there may be a problem.

The basic rule is that anyone British has to ensure that any business they are involved in is totally transparent. If you are British and you have non-Brits on your team you should ensure that you have corporate control mechanisms in place to prevent the backhander.

Let me make one thing absolutely clear: legitimate commissions are ok. Normally, brokerage activity is ok. A transparent commission to people who can and should receive commissions is ok. Paying commissions to a company director who is buying a product or service from you is not good. A company director shouldn't be getting anything paid to him privately and it's a breach of his duty to the company and the shareholders to act in the best interests of the company.

So what about this business we call superyachting? In my 14 years in the business I have rarely met a yachting who does not have a bribery story. But no one in our industry calls it

bribery. We live in too glamorous a world to be associated with anything vaguely linked to dodgy deals or corrupt officials. But shine a light in the corners and it is no different. But what I have seen is custom and practice, which has probably existed since Sir Walter Raleigh was putting together his team to bring tobacco from the Americas. What probably started as innocent has become institutional.

When you decide to build a yacht, who pays the commission? Answer: the yacht builder. He pays the broker who brings the client to the yard. But what if the introducer is not a broker, but is, for example, a family member of the buyer, or a go-between, or a director of the buyer's company? If there is no clear disclosure of the payment to people who really should not be getting commissions we are in bribery territory.

But even brokers need to be careful that the innocent act of brokering a deal does not fall foul of the law. The broker must be careful to document

No one in our industry calls it bribery. We live in too glamorous a world to be associated with anything vaguely linked to dodgy deals

every yard he takes his client to. He must be careful not to inadvertently be seen to be manipulating the owner to build at a particular yard for reasons that could be seen as being connected to the size of the commission.

If there are material technical and commercial reasons for building at Yard A as opposed to Yard B, for heaven's sake, document those reasons. This imposes a significant documentary compliance burden on those connected with UK brokerage houses or yacht builders. Even if you are a non-UK yard but you are dealing with a UK-connected broker or third party, the payment of the commission might be seen as a bribe and could see the directors of the yard subject to investigation and possible charges.

As an owner, even if you are not a UK national, a UK national who is crew and pays 'a facilitation fee' to get that prime berthing position will be committing a criminal act that you might be charged with if you do not give clear guidance that such payments are not to be made. If you are a UK owner and you know these payments are made you will get into trouble.

The UK government has indicated that these facilitation payments might be acceptable if, in the circumstances, someone's personal safety is at risk. A payment made in a god-forsaken place surrounded by Uzi submachine guns is one thing; a payment to a functionary of a yacht marina is quite a different story.

In terms of penalties, if tried as a summary offence (low level bribery), an individual could face a £5,000 fine and/or up to 12 months in prison. On indictment, there is an unlimited fine and 10 years in prison. For companies involved in bribery the fines are unlimited and the directors could be banned from acting as directors.

Now, is that berth really worth the risk?





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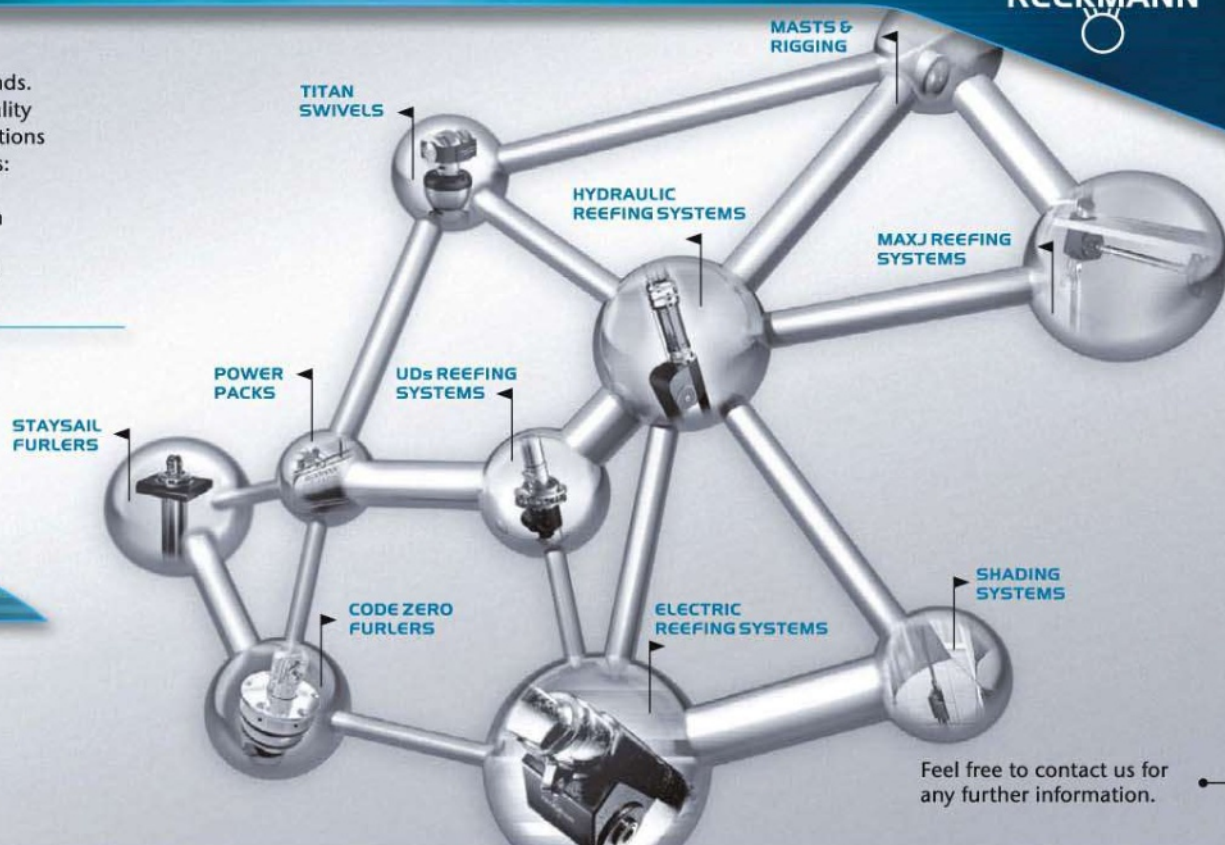
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EDITOR'S CHOICE



EDITOR'S CHOICE

Felicita West: elegant yet masterful 64 metre Perini Navi

Built for a highly experienced Perini owner, *Felicita West* was delivered in April 2003.

The owner's previous experience has allowed him to create the quintessential sailing yacht, combining

incredible spaces and comfort with excellent performance.

This Ron Holland design performs exceptionally well under sail, achieving speeds of 17-plus knots in optimum conditions. Her ultra-wide beam of

12.7m allows large internal volume as well as side decks on which two people can walk side by side.

Her flybridge easily accommodates all 12 guests, while her bathing platform descends from the main deck to provide easy access to the water.

A crow's-nest lift that ascends 40m up the mast affords spectacular views.

The elegant interiors are by Nuvolari Lenard and the full-beam owner's suite includes a small lounge, walk-in wardrobe and en suite with bath and shower. A further four en suite guest cabins are positioned towards the bow.

A large selection of water toys and typical Perini Navi quality make her an outstanding charter yacht.

FELICITA WEST

LOA: 64m

BUILDER/YEAR: Perini Navi/2003

GUESTS/CREW: 12 / 12

COST: €195,000 - €165,000

LOCATION: Med summer, Caribbean winter

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Fortunato Fresh from a major refit, <i>Fortunato</i> features a gym, 12 sets of dive gear, plenty of water toys and fishing equipment		LOA: 62.26m BUILDER/YEAR: Feadship/2000 GUESTS/CREW: 12/17 LOCATION: West Med (summer)/Caribbean (winter) RATES: \$480,000 per week, plus expenses
Illusion <i>Illusion's</i> master suite includes a dressing room and lounge, while a stern extension makes toy launches easy		LOA: 55.47m BUILDER/YEAR: Feadship/1983 REFIT: 2010 GUESTS/CREW: 12/13 LOCATION: West Med RATES: €217,000 / €196,000
Spirit <i>Spirit's</i> light, modern interior was designed by Christian Liaigre, and she features a spa and huge sun deck		LOA: 54.3m BUILDER/YEAR: Amels/2011 GUESTS/CREW: 11/11 LOCATION: Western Mediterranean RATES: €250,000 / €285,000
Mr Terrible This yacht combines a relaxing Polynesian styled interior with superior modern amenities		LOA: 46.94m BUILDER/YEAR: Delta Marine/2007 GUESTS/CREW: 10-12/7 LOCATION: Caribbean/Bahamas RATES: \$220,000
Axantha II The expedition motor yacht <i>Axantha II</i> offers expansive deck spaces and a lavish cherry wood interior		LOA: 43m BUILDER/YEAR: JFA Yachts/2011 GUESTS/CREW: 10/8 LOCATION: West Med/Caribbean RATES: €140,000/€120,000
Sensei <i>Sensei</i> has undergone a €2.6 million engine refit and features extensive deck areas for relaxing and alfresco dining		LOA: 39m BUILDER/YEAR: Mitsubishi-Admiral Marine/1992 REFIT: 2007 GUESTS/CREW: 10/7 LOCATION: West Med, Monaco, San Remo RATES: €98,000, no delivery fees
Northern Spirit Built by Perini Navi in 1997 and refitted in 2010, <i>Northern Spirit</i> is in impeccable condition and offers great sailing		LOA: 37m BUILDER/YEAR: Perini Navi/1997 REFIT: 2010 GUESTS/CREW: 6/5 LOCATION: Northern Europe, Med/Caribbean RATES: €52,000/€60,000
Nami New to the charter market, <i>Nami</i> had an exterior and interior refit this year and boasts a fresh, modern interior		LOA: 26.21m BUILDER/YEAR: Azimut/2007 REFIT: 2011 LOCATION: West Med GUESTS/CREW: 8/3 RATES: €45,000/€39,000

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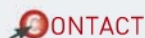
BOAT OF THE MONTH

Apache II: Baglietto joins Edmiston's books

James Auld at **Edmiston & Company** in Monaco is offering Baglietto's 44m motor yacht *Apache II* for sale.

Built in aluminium in 2009, she features exterior styling by Francesco Paszkowski, who also designed the minimalist interior. Accommodation is for up to 12 guests in a master suite, two VIP suites and two twin cabins plus two Pullman berths.

Twin 3648hp MTU engines give *Apache II* a cruising speed of 25 knots and a top speed of 28 knots. Available for inspection in the South of France, *Apache II* is asking €15.5 million.



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MARKET ROUND-UP

Edmiston sells *Haida G*; Burgess reduces *Dream On*; Fraser closes deal on *Perle Noire*; *Silver Lining* sold by Moran; YPI signs *Senso One*

words:
Malcolm MacLean



Alex Busher, a broker at **Edmiston & Company**, found a buyer for one of the largest motor yachts sold this year, the 71m *Haida G*. She was a central listing with Peter Hurzeler at Ocean Independence. This restored classic was refitted in 2005 and can accommodate 14 guests in one master, three doubles and two twin cabins, along with two Pullman berths. *Haida G* has a range of 8,000 nautical miles at 11 knots and her twin 750hp Krupp diesel engines offer a top speed of 14 knots. The asking price was €23 million. Also sold, this time by Peter Jones, was the 36.4m motor yacht *Necklace II*, with Yves Di Lena at YDL Yachting introducing the buyer. She was launched by Heesen in

2004 as *Lady Ingeborg*, the first in the yard's popular 3700 series. The yacht's aluminium hull gives her an excellent cruising range, while her bright interior accommodates 12 guests in five cabins. *Necklace II* was asking €7.3 million. Feadship's 62.44m *Fortunato* was added to the sales fleet in a joint listing with Merle Wood & Associates. Lloyd's classed and MCA compliant, *Fortunato* was custom built in 2000 by the Royal Van Lent yard to a De Voogt design. Fourteen guests can be accommodated in one master and six double cabins. Two 2,000hp Caterpillar diesel engines offer a top speed of 17 knots and a range of 5,800 nautical miles at 13 knots. Subject to a multi-million dollar refit this year,

Fortunato is asking \$58 million. Another addition is *Snowbird*, the 39m Hakvoort, launched just a year ago as *Pretty Woman*. Ideal for charter, she is equipped with toys including jet skis, SeaBobs and assorted towables. Lloyd's classed and MCA compliant, *Snowbird* has a range of 5,500 nautical miles at nine knots, and is powered by twin 600hp CAT diesels to a maximum speed of 13 knots. *Snowbird* is asking €22 million.

The 38.12m motor yacht *Dream On* has been listed for sale in a joint central agency with **Burgess** and Oceanstyle at a significant price reduction. Built by Ursa Tersanesi in Turkey in 2008, *Dream On*'s steel hull and superstructure were designed for trans-oceanic cruising. She can accommodate eight guests in four cabins and her classic contemporary interior was designed by Bannenberg & Rowell. *Dream On* is now asking €9.5 million, down from €12.5 million. Also now listed as a joint central agency with Burgess and Oceanstyle is the 34m performance motor yacht *Blue Angel*. Built in 2005, she's a Leopard 34 series from Italy's Arno yard. *Blue Angel* offers a private sun lounge on the flybridge, a carbon fibre galley and a foredeck lounge. The master suite on the main deck has a split-level en suite with a spa pool and there are three guest cabins on



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MARKET ROUND-UP



Blue Eyes

the lower deck, including a full-beam VIP. Triple 2,000hp MTU engines give speeds in excess of 35 knots. *Blue Angel* is asking €4 million. There has been a significant price reduction on Feadship's 61m motor yacht *April Fool*, a joint listing with Francois van Well at Merle Wood & Associates. Built in 2006 with accommodation for 12 guests, she features a five person elevator serving four decks. *April Fool* was asking €57.5 million and is now down to €49 million. Burgess will display several significant yachts at the Monaco Yacht Show, including the 85.6m *Cakewalk*, the 70m *Numtia* and the biggest catamaran in the world, the 44.2m *Hemisphere*.

Stuart Larsen at **Fraser Yachts** reports the sale of his central listing, Feadships' 48.77m *Major Wager*, with Bob Cury at RJC Yachts introducing the buyer. The asking price was \$13.9 million and she's been renamed *Mysorah*. Nabil El Jammal in the London office found a buyer for Oceanstyle's central listing, the 37.3m motor yacht *Perle Noire*. Delivered in 2010, the Heesen 3700 yacht sleeps 10

guests in five cabins, including a full-beam master suite. Her asking price was €13.75 million.

Thom Conboy at **Merle Wood & Associates** sold his joint listing with John Todd at Burger Yacht Sales, Burger's 32.34m motor yacht *WOW*, with Clark Sneed at Jarrett Bay Yacht Sales acting for the buyer. She accommodates six guests in a master, VIP and twin cabin. Built in 2004 to ABS class, the all-aluminium *WOW* cruises at 15 knots, giving her a range of 3,000 nautical miles and was asking \$6.9 million. Last month we reported the sale of Trinity's 49.07m motor yacht *Blind Date* and now she is already back on the market as a joint listing with John Cohen and Merle Wood at Merle Wood & Associates. *Blind Date* was built in 2009 and received a Judges' Special Commendation at the 2010 World Superyacht Awards for her innovative layout and build quality. The guest accommodation is housed on the lower deck in three double cabins (one with Pullman), and one twin cabin (with Pullman), which can be converted to a



April Fool

double. *Blind Date* is asking \$29 million. Bassam Chahine also lists the 32.9m *Freedom R* for sale. Built in 2006 by Hargrave to DNV class, *Freedom R* has a customised interior sleeping six guests. Twin 1675hp Caterpillar engines give her a cruising speed of 18 knots and her asking price is \$5.7 million.

Five yachts joined the **Camper & Nicholsons** sales fleet, headed by Jeremy Comport's listing of the 60m *Blue Eyes* from CRN. Built in 2009, this yacht accommodates 12 guests in six cabins, asking €39 million. Comport also welcomed 33.5m *Revitality* to the fleet. She was built at the Baglietto yard and has an asking price of €5,800,000. Walter Sea signed the 42.67m *Never Enough* early last month. Built in 1992 by Feadship, with an interior update in 2010, this motor yacht displays Dutch craftsmanship throughout. She has five cabins, a dining saloon with panoramic views and an alfresco dining area on the aft deck. *Never Enough* is asking \$14.5 million. Jordan Waugh confirmed his signing of the 33.91m *Jiva* to CNI's fleet. Built in 2008 by Sunseeker, *Jiva* can accommodate 12 guests in five cabins. *Jiva* has an asking price of €7.2 million. Jean Marie Recamier announces the addition of *Xiphias* to CNI's listings.



Blind Date

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CAMPER & NICHOLSONS INTERNATIONAL (Monaco)

tel: +377 97 97 77 00
email: info@mon.cnyachts.com

METEOR

Royal Huisman, 2007

51.6m (169.3 ft)

ASKING: EUR 25,000,000



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42.75m (140.26 ft)

ASKING: EUR 17,750,000



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MARKET ROUND-UP



Silver Lining

Designed by Jon Bannenberg, the 33.2m motor yacht was built by the Chantier Naval de l'Esterel yard. In 2009, *Xiphias* was fully refitted and redecorated in a minimal style and is asking €1.75 million. CNI has confirmed it will have seven yachts in the Monaco Yacht Show including the 60m *Blue Eyes* from CRN, the 55.5m *Drizzle* from Feadship, the 50m *TJ Esperanza* from Amels and the 37.14m *Marflow* from Dutch Yacht Builders S.A.

The sale of the 49m motor yacht *Asteria*, a central listing with Peter Hürzeler at **Ocean Independence**, took place in an in-house deal, with Peter Thompson representing the buyer. Built in 1970 by Greece's Anastasiades & Tsortanides yard, *Asteria* was converted into a world cruising explorer yacht in 2000/2002 by Northport Engineering in New Zealand and was asking \$12.5 million. The 49.9m motor yacht *Cuor di Leone* also joined the books. Built by Benetti in 1999, her Stefano Natucci interior can sleep 14 guests in six cabins including a full-beam master suite on the main deck. Fresh from a \$4 million refit, *Cuor di Leone* is asking \$19.995 million. Further listings include the

49.68m motor yacht *Anedigmi*, built to ABS class in 1993 by Oceanco under the name of *Achiever*. With an exterior design by the late Gerhard Gilgenast, *Anedigmi* sleeps 12 guests in five cabins and has particularly generous deck spaces. Lying in San Remo, her asking price is €14 million. Finally, Marc Haendle at OCI in Spain has taken over the central listing of the 42m flybridge sailing yacht *Passe Partout* with a €500,000 price reduction. She was built by Holland's Jongert yard in 2001, to a Tony Castro design. Refitted in 2009, she is Lloyd's classed and sleeps nine guests in a master, double and two twin cabins

plus three Pullman berths. At her cruising speed of 10 knots, *Passe Partout* has a range of 4,200 miles and is now asking €9.25 million, VAT paid.

Kevin Callahan at **Moran Yacht & Ship** has sold his central listing, the 47.24m motor yacht *Silver Lining*, with Jim Eden at Worth Avenue Yachts acting for the buyer. Built to ABS class by Christensen in 1997, her exterior was styled by Glade Johnson and Donald Starkey. Glade Johnson also designed her interior. She sleeps 11 guests in a master and four double cabins plus one single cabin and has a range of 3,500 nautical miles at 10 knots. *Silver Lining* was on the market asking \$8.9 million.

Frank Grzeszczak at **International Yacht Collection** reports the sale of Palmer Johnson's 37.5m motor yacht *Ocean Drive* in an in-house deal. Delivered in 2009, she features exterior and interior design by Nuvolari-Lenard, sleeping eight guests and eight crew. Twin 2735hp MTU engines and a planing hull give *Ocean Drive* a top speed of 24 knots and she was asking \$17.5 million. John Dane confirms that he acted for the buyer in the sale of the 45.72m motor yacht *Vita*, listed for sale by Ann Avery at



Marflow



Asteria

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MARKET ROUND-UP

Northrop & Johnson. Built by Trinity in 2003 to be MCA compliant, the ABS class *Vita* has an Elizabeth Dalton interior sleeping 12 guests in a master, two double and two single cabins, plus two Pullman berths. *Vita* has a range of 3,000 nautical miles at 12 knots and was asking \$17.95 million. Also sold was Trinity's 47.9m motor yacht *Chevy Toy*, with Frank Grzeszczak and Chany Sabates as listing agents in another in-house deal. Sabates and Mark Elliott acted for the buyer. *Chevy Toy's* huge volume, featuring a Scott Carpenter interior, accommodates 11 guests in a master suite with private office, three doubles and a twin plus a Pullman. Fitted with zero speed stabilisers, *Chevy Toy* was asking \$19.9 million and has been renamed *Cocktails*.

Bertrand Voegelé at **Yachting Partners International** has signed the 42.67m fast sailing yacht *Senso One* for sale. First launched by France's JMV Industries as *Mari Cha IV* in 2003, *Senso One* was designed by Philippe Briand and refitted in 2008. Also new to the sales fleet is the 58.5m motor yacht *Islander*, listed by Matt Albert. Fresh from an extensive two-year refit, she's a spacious yacht



Framura 2

and enjoys a particularly large sun deck with a full central bar area, informal dining areas, barbecue and a large swimming pool, with spa pool jets.

Islander is asking \$10 million. Meanwhile Gregory Gheraia has signed the new-build motor yacht *Antinea* for sale. Currently under construction at the family-owned Bilgin yard in Istanbul, Turkey, *Antinea* will be RINA classed with full commercial standards and accommodates 12 guests in four double and two twin cabins. Styled along the lines of a classical gentleman's yacht, she features a steel hull and GRP

superstructure and will come complete with zero speed stabilisers. Due for delivery in September, *Antinea* is asking €9.15 million.

The YCO sales fleet has two new additions this month with the addition of the brand new Perini Navi 38m and the first ever 45s from Codecasa. The *Framura 2* is based on the popular 41s and 35s and boasts three engines, enabling her to reach an impressive 32 knots. Other new features include revolutionary gyro stabilisers and a sunroof in the aft cockpit. *Framura 2* was the winner of the Two Deck Semi-displacement or Planing Motor Yacht Award at the 2011 World Superyacht Awards and is for sale at €18.5 million. The Perini Navi 38m has been built on spec following the popularity of her sister ship *P2*. Designed by Philippe Briand, the yacht has a lifting keel and water ballast for performance along with a safe, spacious cockpit and a high volume interior. The hull and superstructure are now complete while the interior is still entirely open for the new owner to customise and she can be delivered within 14 months. The Perini Navi 38m is asking €19 million.



Senso One



Islander

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for Sale

CLEOPATRA - 36 m
Riva - Athena 115' - 2009
12 guests in 5 cabins + crew
Asking price: P.O.R.



for Sale

GIOCAGIÒ - 20 m
Toy Marine - 2006
3 cabins + crew cabin
Asking price: ~~€ 1.450.000~~ € 1.250.000



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launches over 24m

name	country	builder	type	loa-m	construction
Panamax	Finland	Baltic Yachts	S	59.9	Composite
Polar Bear	USA	Citadel Yachts	M	31.1	Steel/aluminium
Aurelia	The Netherlands	Heesen Yachts	M	37.7	Aluminium
Ice Angel	The Netherlands	Heesen Yachts	M	49.8	Aluminium
Alexander Again	Italy	Mondo Marine	M	49.15	Aluminium
Elisabet	France	Ocea	M	47	Steel/aluminium
OM-100-1	Turkey	Oyster/RMK Yachts	S	30.8	Composite
Prima	Italy	Palumbo	M	53.9	Steel/aluminium
Hemisphere	USA/UK	Derecktor/Pendennis	S	44.2	Aluminium
Mia Rocca IX	Italy	Sanlorenzo	M	27.6	Composite
Triple Fun	Italy	Sanlorenzo	M	31.7	Composite
Santa Anna	Italy	Sanlorenzo	M	37.44	Composite
Scorpion	Italy	Sanlorenzo	M	38.5	Aluminium
Reve d'Or	Italy	Sanlorenzo	M	46	Steel/aluminium
Aurora	Italy	Tecnomar	M	30	Composite
Sarissa	The Netherlands	Vitters	S	42.6	Composite

brokerage sales over 24m

name	builder	type	loa-m	country	year of build/refit
Aifos	Posilippo	M	30.25	Italy	2004
Asteria	Anastassiadis	M	49	Greece	1970
Blind Date	Trinity	M	48.9	USA	2010
Blue Legend	Nelson	M	24.4	UK	1996
Bramante	Jongert	S	28.5	The Netherlands	1984
Cheoy Lee 24.6	Cheoy Lee	M	24.6	China	2002
Chevy Toy	Trinity	M	47.9	USA	2004
Christaldi's	Italcraft	M	25.3	Italy	1994
Codene	Tenix Defence	M	35.05	Australia	2004
Follow Me IV	Benetti	M	34.95	Italy	2006
Haida G	Krupp Germaniaerft	M	71.1	Germany	1929
iBoat	Sanlorenzo	M	38.5	Italy	2009
Johanna	Benetti	M	34.95	Italy	2003
Kelly Sea	Westport	M	31.08	USA	2006
Kurokai	Sunseeker	M	26.2	UK	2008
Lady Dorothy	Hatteras	M	34.87	USA	1996
Lady Jan	Hargrave	M	29.2	Taiwan	2008
Major Wager	Feadship	M	48.77	The Netherlands	1988
Mariu	Codecasa	M	49.9	Italy	2003
Mirabella V	Vosper Thornycroft	S	75.22	UK	2004
New Moon II	Westport	M	34.08	USA	2003
Nimrod	Marten Yachts	S	24.4	New Zealand	2000
Ocean Drive	Palmer Johnson	M	37.5	USA	2009
Perle Noire	Heesen	M	37.3	The Netherlands	2010
Savoy	Trident	M	38.4	USA	1999
Shine	Aleutian Yachts	M	27.8	USA	2007
Silver Lining	Christensen	M	47.24	USA	1997
Sunseeker 94	Sunseeker	M	26.6	UK	2005
Verena V	Azimut	M	26.25	Italy	2004
Vita	Trinity	M	45.72	USA	2003
WOW	Burger	M	32.34	USA	2004
YOLO	Broward	M	30.48	USA	1995

WEB: www.boatinternational.com/marketintel



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Summer figures show growth and smaller yachts are changing hands but continued hesitancy in the US is keeping prices low worldwide

June saw 34 sales, compared with 21 a year ago, an increase of 62 per cent. Although there were more sales, the yachts were smaller. Only two over 50m were sold – *Haida G* and *Mirabella V* – compared with five in June 2010. Total asking prices came to €261 million, a 25 per cent drop year-on-year.

In the first half of this year there were 149 sales compared with 108 in the same period last year and just 74 in 2009. While the volume is up, average asking prices are down – the average for yachts sold in H1 2011 was €9.2 million, compared with €11.3 million in the same period last year, reflecting the number of price cuts we have seen over the last 12 months as well as the fact that smaller yachts are selling.

Indeed, this time last year we were commenting on the increase in sales of larger yachts, particularly in the 50m to 70m bracket, whereas the most notable growth this year is in the 30m to 40m bracket.

New on the market and price reductions

Another 36 yachts came up for sale in June, taking the total for the first half of the year to 204. Among these were Oceanco's 49m *Anedigmi* and Hakvoort's 39m *Snowbird*.

Another 49 price reductions were recorded last month, including a \$4.5 million reduction on McMullen & Wing's 42m sportfisher *Mea Culpa* and a €3 million reduction on Royal Denship's 43.4m *Waterlily*.

New orders, launches and deliveries

We were informed of five new orders in June, four of which were over 60m. That takes the total number of new orders in H1 2011 to 46, although this number is likely to rise as we receive more information. There were also 16 launches in June, five of them at the Sanlorenzo yard in Viareggio. Twenty superyachts were delivered to their owners, most notably Feadship's 87.78m *Musashi* to Larry Ellison.

The brokers' perspective

We asked experienced brokers for their observations on the current market. 'There has been a stabilisation of the brokerage market in the 20 to 40m segment over the last 12 month,' says Jonathan Beckett, CEO of Burgess. 'Yachts of 40 to 50 metres are now selling, but this is a buyers' market and the prices being realised are not making sellers jump for joy.'

Hein Velema, CEO of Fraser Yachts, also commented. 'The American market is not recovering as quickly as we all hoped. Both brokerage and new construction are developing at a much slower rate in the US in comparison with Europe. As a result the worldwide prices for yachts are staying low,' he says. 'Since summer is getting closer and we should be at the peak of the sales season, we don't expect that prices will go up very soon.'

For more analysis: www.boatinternational.com/market-intelligence

orders over 24m

country	builder	type	loa-m	designers	due
Finland	Baltic Yachts	S	32.1	German Frers	2013
The Netherlands	Withheld	M	65.0	Withheld	2014
Italy	CRN	M	73.0	In-house	2014
Withheld	Withheld	M	80.0	Withheld	2014
Withheld	Withheld	M	92.0	Withheld	2013

name changes over 24m

former name	builder	type	loa-m	year	new name
Garfield	Dearsan	M	40.3	2005	Sea Hunter
Agata	Overmarine	M	33.5	2002	Forever My Agata
Overmarine 108/29	Overmarine	M	33.5	2011	Gerosa
Vita	Trinity Yachts	M	45.72	2003	Pipe Dreams
Major Wager	Feadship	M	48.77	1988	Mysorah
Irishman	Palmer Johnson	M	28.04	1985	Pegasus II
iBoat	Sanlorenzo	M	38.5	2009	Orion
Alouette	Benetti	M	42	1972	Lilabela
Lady Sisa	Benetti	M	35	2006	Dream On II
Chevy Toy	Trinity Yachts	M	47.9	2004	Cocktails
Lady Dorothy	Hatteras	M	34.87	1996	Good Times



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IDYLLWILD 44.2m/145', Benetti, 2005
JEAN-MARIE RECAMIER ☎ +33 (0)4 92 912 912 ✉ jmr@can.cnyachts.com



Asking price: €4,250,000

CELEBRATION 34m/111'6", Ferretti, 2003
CHARLES EHRARDT ☎ +33 (0)4 92 912 912 ✉ ce@ant.cnyachts.com



Asking price: €7,200,000

JIVA 33.9m/111'3", Sunseeker, 2008
JORDAN WAUGH ☎ +377 97 97 77 00 ✉ jw@mon.cnyachts.com



Asking price: €4,900,000

AGUILA 27.6m/90'6", Sanlorenzo, 2008
MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mp@mon.cnyachts.com



Asking price: €1,750,000

FLORENCE D.F.M. 23.5m/77', Cantieri Navali Lavagna, 1996
JORDAN WAUGH ☎ +377 97 97 77 00 ✉ jw@mon.cnyachts.com

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ICON 62.5m/203'4, Icon Yachts, 2010
JEAN-MARIE RECAMIER ☎ +33 (0)4 92 912 912 ✉ jmr@can.cnyachts.com - co-presented with Merle Wood Associates



Asking price: €39,000,000

BLUE EYES 60m/196'1, CRN, 2009
JEREMY COMPORT ☎ +33 (0)4 92 912 912 ✉ jc@can.cnyachts.com



Asking price: US\$ 28,500,000
Available for Charter

TJ ESPERANZA 50m/164', Amels, 1999/2010
JEAN-MARIE RECAMIER ☎ +33 (0)4 92 912 912 ✉ jmr@can.cnyachts.com



Price on Application

DRIZZLE 55.5m/182', Feadship, 2005
JONATHAN SYRETT ☎ +34 971 40 33 11 ✉ jsyrett@cnipalma.com



Asking price: €8,750,000

MARFLOW 37.2m/121'1, Dutch Yacht Builders S.A
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BARAKA 58m/190'3, ProteksanTurquoise, 2010
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ROMINTA 38m/124'8, Baglietto, 1990/1998
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YACHTING SINCE 1782



Asking price: €19,750,000 ex VAT

O'NEIRO 52.7m/170'2, Golden Yachts, 2008
SIMON GOLDSWORTHY ☎ +44 (0)20 7009 1950 ✉ sg@lon.cnyachts.com



Asking price: €10,900,000

QM OF LONDON 49.9m/163'8, Benetti, 1998
MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mp@mon.cnyachts.com



Asking price: €19,500,000 VAT paid

PRINCESS TOO 47.5m/156', Feadship, 1999
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Price on Application

LIBRA STAR 43.6m/145', Benetti, 2008

ALEX LEES-BUCKLEY ☎ +377 97 97 77 00 ✉ alb@mon.cnyachts.com GASTON LEES-BUCKLEY ☎ +33 (0)4 92 912 912 ✉ glb@ant.cnyachts.com



Asking price: €8,600,000
Available for Charter

CD TWO 43m/141', C.N. Nicolini, 1995/2010

JONATHAN SYRETT ☎ +34 971 40 33 11 ✉ jsyrett@cnipalma.com



Asking price: €4,500,000

IL CIGNO 42.3m/138'9", Nicolini, 1985/2002

SIMON GOLDSWORTHY ☎ +44 (0)20 7009 1950 ✉ sg@lon.cnyachts.com

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YACHTING SINCE 1782



Asking price: €9,850,000
Available for Charter

BEVERLEY 36.6m/120', Benetti Classic, 2008

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Asking price: €5,800,000

REVITALITY 33.5m/109'1", Baglietto, 2005

JEREMY COMPORT ☎ +33 (0)4 92 912 912 ✉ jc@can.cnyachts.com



Asking price: €1,900,000

OSPREY 34.8m/114', Hugh McLean & Sons, 1953/2010

MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mp@mon.cnyachts.com



Asking price: €4,995,000 VAT paid

HELENA 34.1m/111'6", Ferretti, 2004

DAVID SEAL ☎ +377 97 97 77 00 ✉ ds@mon.cnyachts.com

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NEW CENTRAL AGENCY

Asking price: €1,750,000



XIPHIAS 33.2m/108'1, Chantier Naval de L'Esterel, 1974/2009
JEAN-MARIE RECAMIER ☎ +33 (0)4 92 912 912 ✉ jmr@can.cnyachts.com

Asking price: €4,950,000



CASSIOPEIA 32m/104'9, Holland Jachtbouw, 2004
ARNE PLOCH ☎ +34 971 40 33 11 ✉ aploch@cnipalma.com

Asking price: €3,950,000



MACA 28.3m/92'1, Benetti Sail Division, 2008 S. CHRISTENSEN ☎ +34 971 40 33 11 ✉ schristensen@cnipalma.com M. PAYNE ☎ +377 97 97 77 00 ✉ mp@mon.cnyachts.com

Asking price: \$795,000



ATLANTIC LADY 25.5m/83'7, Geta Corp., 1990
JONATHAN SYRETT ☎ +34 971 40 33 11 ✉ jsyrett@cnipalma.com

Asking price: US\$749,000



FLOATING DREAM 22.8m/75', Ferretti, 1996
SCOTT W. GOLDSWORTHY ☎ +1 954 524 4250 ✉ scottg@ftl.cnyachts.com

Asking price: €1,200,000



NETTY ELAINE 22.6m/74', Aquastar Guernsey C.I., 2002
RICHARD HIGGINS ☎ +44 (0)20 7009 1950 ✉ rh@lon.cnyachts.com

NEW CENTRAL AGENCY

Nicholsons

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International
YACHTING SINCE 1782

Asking price: €25,000,000
Available for Charter

MAJOR PRICE REDUCTION



SELENE 56m/184', Perini Navi, 2007
ALEX LEES-BUCKLEY ☎ +377 97 97 77 00 ✉ alb@mon.cnyachts.com

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MAJOR PRICE REDUCTION



Asking price: €12,500,000 VAT paid

WELLENREITER 46.1m/151'2, Jongert, 2003
ALEX LEES-BUCKLEY ☎ +377 97 97 77 00 ✉ alb@mon.cnyachts.com



Asking price: €2,200,000

BLUE CLIPPER 37m/121', Feab, Marstrand, 1990
JONATHAN SYRETT ☎ +34 971 40 33 11 ✉ jsyrett@cnipalma.com



Price on Application

GAIA 30.7m/100', Spirit Yachts, 2007 **TIM LANGMEAD** ☎ +44 (0)20 7009 1950
✉ tl@lon.cnyachts.com **ARNE PLOCH** ☎ +34 971 40 33 11 ✉ aploch@cnipalma.com



Asking price: €1,750,000

ALAS LIBRES 30m/98'4, Thackwray, 1984/2011
JONATHAN SYRETT ☎ +34 971 40 33 11
✉ jsyrett@cnipalma.com



Asking price: €3,300,000

BOO TOO 27.5m/90', Pendennis, 2002/2010
ARNE PLOCH ☎ +34 971 40 33 11
✉ aploch@cnipalma.com



Asking price: €1,900,000

K2WIND 24m/78'8, Wally Yachts, 2000
JEREMY COMFORT ☎ +33 (0)4 92 912 912
✉ jc@can.cnyachts.com

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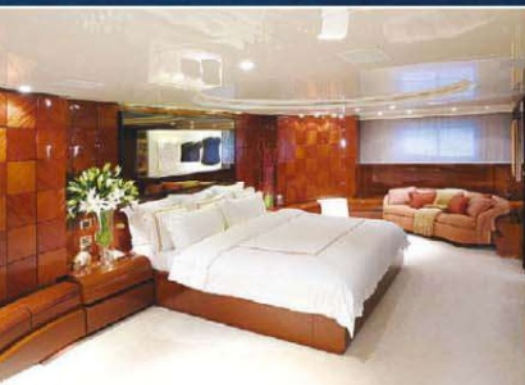
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CAKEWALK

For sale for the very first time!

Designed by Tim Heywood and finished to the very highest standards, the spectacular CAKEWALK boasts flowing exterior lines, exceptional volume and exquisite classic styling. A stunning presence on the water, CAKEWALK will be exhibiting with Burgess at this year's Monaco Yacht Show and inspections are strongly encouraged.

Length overall 85.6m (281ft) • Built by Derecktor Shipyards, 2010 • Design by Tim Heywood Designs/Azure Naval Architects/Elizabeth Dalton • Accommodation for 14 guests

Price on application

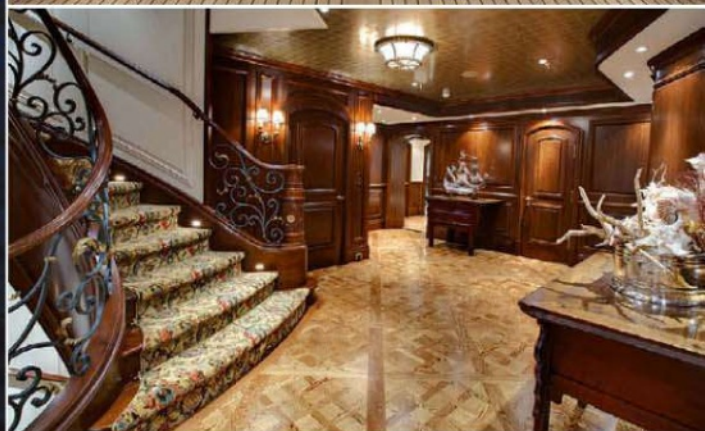
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Klostera

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Classic 4 stateroom 'turn-key'
Perini which has benefited from
substantial upgrades.

Length overall 47m (154ft) • Built by
Perini Navi, Italy in 1990 (refitted 2010) •
Design by Perini Navi/Colefax & Fowler •
Accommodation for 8 guests

Asking Price
€9,500,000

Joint Central Agents for Sale



Lady Trudy III

CRN Navetta 43

**Brand new superyacht now
delivered and ready to cruise!**

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represents excellent value and
offers a superb opportunity to step
into a brand new 43m with vast
deck spaces and a spacious,
light-filled Hamptons Beach
House-inspired interior.

Length overall 43.0m (141.1ft) • Built
by CRN Ancona SpA, Italy in 2011 •
Design by Zuccon International Project •
Accommodation for 10 guests

Asking Price
€16,950,000

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Exceptional brand new 70 metre.

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Length overall 70m (229.7ft) • Built by Rossinavi, Italy in 2011
• Design by Axis Group Yacht Design/Studio Spadolini/
Salvagni Achitetti • Accommodation for 12 guests

Price on application

Central Agents for Sale

Also available for charter



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Length overall 57.3m (188ft) • Built by Abeking & Rasmussen, Germany in 2001 • Design by Abeking & Rasmussen/Donald Starkey • Accommodation for 12 guests

Price on application

Joint Central Agents for Sale and Central Agents for Charter

Not for sale or charter to US residents while in US waters

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Sunrise

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SUNRISE has only ever seen private use by her one original owner since launch and has been consistently run and maintained to the very highest standards. An exciting purchase opportunity with a superb interior and fantastic deck spaces: inspections are highly encouraged.

Length overall 52.8m (173ft) • Built by Oceanco, The Netherlands in 2000 • Design by Richard Hein/The "A" Group • Accommodation for 12 guests

Asking Price

US\$29,500,000

Central Agents for Sale

Not for sale to US residents while in US waters



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Available for Charter

ABILITY, Mangusta 130, 2004

Asking: Euros 9,950,000

9 Guests. Lying: West Mediterranean

Central Agents For Sale



DREAM ON, Ursa Yachts, 2008

Asking: Euros 9,500,000

8 Guests. Lying: East Mediterranean

Central Agents For Sale



E & E, 42 Explorer, 2011

Asking: Euros 18,495,000

10 Guests. Lying: Mediterranean

Central Agents For Sale



MATANTHAR, Heesen 30m, 2000

Asking: Euros 4,700,000

8 Guests. Lying: West Mediterranean

Central Agents for Sale



Available for Charter

POWDERMONKEY, Falcon 100, 2004

Asking: Euros 2,350,000

10 Guests. Lying: West Mediterranean

Central Agents For Sale



VON FILTH, Alfamarine 78, 2007

Asking: Euros 2,750,000 Charter from: Euros 32,000 per week

7 Guests. Lying: West Mediterranean

Central Agents for
Sale and Charter

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ISA, 2004 / 2011, 47.5m / 156ft, 12 guests, €14.95m

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BIG MAK

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Heesen, 1998 / 2008, 47.65m / 156ft,
10 guests, €10.95m
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tp@edmiston.com



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Highly impressive big sports yacht - 29 knots, sensational sun deck,
chic minimalist interior, skylights in master suite, huge power and style
Baglietto, 2009, 44m / 144ft, 12 guests, price reduced to €15.5m
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jfa@edmiston.com



EDMISTON

Award-winning 'little ship' immaculately restored, many original features, five cabins including full-beam master suite, Riva tender
De Vries Lentsch, 1954, 42.06m / 138ft, 9 guests, €5.95m
Mike Horsley: +33 493 34 68 98, mjh@edmiston.com

ISTROS



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BELUGA

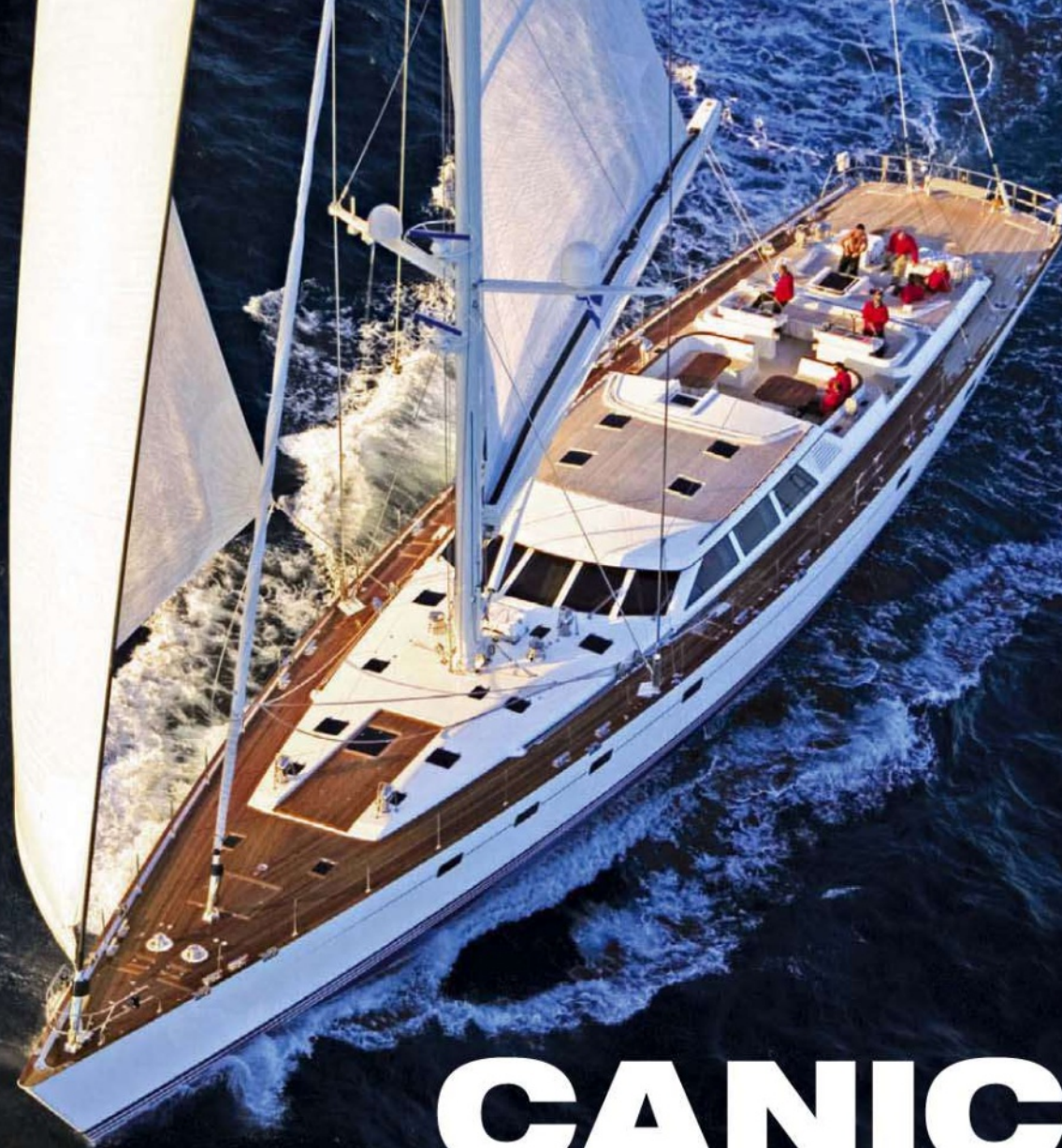
Canoe stern mini ship, built in Japan, sistership to renowned Paloma,
Jon Bannenberg interior, one private owner, full class certification
Ishikawajima - Harima, 1968 / 1980 / 1998,
45.65m / 150ft, 10 guests, €3.45m,
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ASKING: EUR 10,500,000 VAT paid

WILLIAM TAI

Royal Huisman
1997 (refit 2009), 40.68m (133.5 ft)

CONTACT Will Bishop: +33 6 27 32 65 42 will.bishop@ypigroup.com



ASKING: US\$ 25,900,000

GLAZE

Trinity
2007 (refit 2011), 49.1m (161.1ft)

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ASKING: P.O.A

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NEW CENTRAL AGENCY



ASKING: US\$ 10,000,000

ISLANDER

Australian YB
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The best priced 58.5m on the worldwide market
Recently emerged from an extensive technical refit
High-volume interior and exterior, ideal for entertaining



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Dutch Custom quality
The "perfect" sized motor yacht
Best priced on worldwide market



ASKING: EUR 17,500,000

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Bloemsma Van Breemen
2009, 40.75m (133.7 ft)

Spacious 4 cabin layout
Light and spacious split-level salon
Also available for charter with YPI

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ASKING: P.O.A

HAVANA

Vitters
2000, 30.5m (100 ft)

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Substantial refit
Stunning Dixon design

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SOUTH | 53m (174') | 12 guests | €285,000 pw

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The Superyacht Experts



INFINITY

46m (150') | Cobra Yachting | 2011 | 9,300,000 EUR

Contemporary design with an immense salon, 6 staterooms, large deck with private sun deck, Rina charter commercial class. Keen seller.

David Legrand | Monaco + 377 93 100 450 | david.legrand@fraseryachts.com



FRASER YACHTS



CAMELEON B

43m (139') | Proteksan | 2002 | 11,000,000 EUR

Superbly built by Proteksan-Turquoise, she offers cruising speeds over 20 knots yet long range at 13 knots. Her large, light, airy, stylish and voluminous interior with 6 guest cabins including full beam Owner's stateroom on deck is beautifully executed. Noteworthy are her expansive outside deck spaces, numerous sunning areas, large tenders, garage and ABS class. Her original Owner has kept her in excellent condition.

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Vassilis Fotilas | Monaco +377 93 100 450 | vassilis.fotilas@fraseryachts.com



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The Superyacht Experts

fraseryachts.com



MY TRUST

45m (148') | Hakvoort | 2008 | 23,950,000 EUR

From June 2008. Sleeps 10 in 5 cabins + 4 pullmans, Felix Buytendijk interior and Cor D. Rover exterior, 4500 nm range, volume, Lloyds class and MCA.

Jan Jaap Minnema | Monaco + 377 93 100 450 | JJ.minnema@fraseryachts.com



FRASER YACHTS



ANTINEA | 43m (143') | Sterling | 1985/2010 | 7,530,000 EUR

Serious 6 staterooms, fiberglass yacht with proven world cruising history. Not an imitation! Excellent condition after a huge refit. MCA commercial, ABS classed. Keen Seller.

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KEEP COOL | 33m (108') | San Lorenzo | 2009 | 8,000,000 EUR

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KONKORDIA | 52m (169') | Alloy Yachts | 2006 | 27,500,000 EUR

KONKORDIA is one of the most attractive and performing Large Sailing Yacht available for sale today. The life on board is luxurious and very spacious; each cabin has been equipped with extra large Hull windows allowing the guests to enjoy the sea life in total

comfort. Built to Lloyd's and MCA she accommodates 10 guests in great comfort. She has a very entertaining open space aft deck leading to salon, dining room and bridge. Antoine Larricq | Monaco +33 678 63 61 72 | antoine.larricq@fraseryachts.com



VULCAN 46 | 46m (151') | Vicem Yachts | 2012 | 27,000,000 USD

Semi displacement advanced composite fast Motor Yacht, Cruising at 22+ knots, 4000 NM Range at 12 knots. Built to RINA Class and compliant Cayman Island MCA LY2. Owner's stateroom on the main deck and (10) Guest on the lower deck, full beam VIP

cabin, two twin cabins and two double cabins. Modern styling with large open spaces and wide windows. Available for delivery in March 2012. Central Agent.. Antoine Larricq | Monaco +33 678 63 61 72 | antoine.larricq@fraseryachts.com



FRASER YACHTS



COLUMBUS 177 | 54m (177') | Columbus | 2011 | 24,500,000 EUR

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Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



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SEA BOWLD | 53m (174') | Oceanfast | 2004

26 knots with a 3400nm range at 12 knots. Owner's stateroom on bridge deck; four guest suites and superb outside deck spaces. Yachting's equivalent to AMG. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com

MONACO YACHT SHOW



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ULYSSES | 60m (196') | Exploration Yacht | 2006

Solidly built and finished to the highest standards, ULYSSES is the ultimate Exploration Yacht. She has massive volume from her 11m (36") beam over 5 decks. Eight staterooms. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



MONACO YACHT SHOW

MEDUSE | 60m (199') | Feadship | 1996/2006

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FOR SALE & CHARTER



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LADY LOLA | 62m (205') | Oceanco | 2002/2005 | 36,800,000 EUR

63m Oceanco with successful charter records. Lloyds, Class E MCA. A must see.

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Viareggio	+ 39 0584 385090
Palma	+ 34 971 700445
Seattle	+ 1 206 382 9494
Mexico City	+ 52 55 5004 0408
Auckland	+ 64 9 302 0178
Casa De Campo	+ 1 809 523 2208

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ELLE | 46m (150') | Tacoma Puglia | 1993/2008

Heavily built steel displacement yacht with massive volume and range. Full width owners stateroom on deck, 4 king staterooms below. Zero speed stabs, recent refit and super condition. Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com



C1 | 29m (96') | Bloesmsma & Van Breemen | 2003/2010

The best Doggersbank available. 5000 nm range, superb specification. Absolute Dutch built perfection. Three staterooms, exceptional equipment and perfect cosmetically and mechanically. Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com



ALIBI | 51m (167') | CBI Navi | 2005 | 19,750,000 EUR

Large interior volume for this 51m CBI Navi with 6 cabins. Well laid out exterior deck space. Dennis Frederiksen | Monaco +377 93 100 450 | dennis.frederiksen@fraseryachts.com



MY PETRA | 44m (144') | Heesen | 2009

Almost new five stateroom yacht with fast speeds, long range, zero speeds, garaged tenders and beautiful Dutch quality and pedigree. Impeccable condition. Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com



PROTEKSAN-TURQUOISE 75M | 75m (246') | Proteksan | 2013

Beautiful Andrew Winch design, well under construction for fast delivery. Various options are still available for styling and layout including private owner's

deck, 6 staterooms on deck and massive spa area. Helicopter landing, big garages and exceptional volume.

Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com



FRASER YACHTS



BENETTI CUSTOM 60M | 60m (196') | Benetti | 2013 | POA

The stunningly re-styled Benetti 60m is available 2013 with considerable opportunity for client customization.

Julian Calder | London + 44 7918 650 089 | julian.calder@fraseryachts.com
 Nabii El Jammal | London + 44 7501 485 328 | Nabil.ElJammal@fraseryachts.com



CHARLY COPPERS | 40m (130') | Overmarine | 2004 | 6,500,000 EUR
 A fine example of the MANGUSTA 130. Inspection recommended.

Richard Earp | Monaco +377 93 100 450 | richard.earp@fraseryachts.com



FAR NIENTE | 26m (86') | Moonen | 2006 | 4,400,000 EUR
 Beautifully maintained 4 stateroom yacht, Lloyds/MCA compliant CAT power with modern interior. On Display Cannes Boat Show.

Jeff Partin | Fort Lauderdale +1 954 463 0600 | jeff.partin@fraseryachts.com



KEIKI KAI | 30m (100') | Benetti | 2005/2010 | 6,600,000 USD
 On deck master, formal dining & exterior spaces, Six deck levels, new exterior paint.

Neal Esterly | San Diego +1 619 225 0588 | neal.esterly@fraseryachts.com



QUIVIRA | 35m (116') | Benetti | 1979/2008 | 3,995,000 USD
 Exudes old world charm, elegant mahogany interior, a rare find on today's market.

James Nason | San Diego +619 225 0588 | james.nason@fraseryachts.com

Sales | Charter | Management | Construction | Crew

Monaco + 377 93 100 450
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 London + 44 207 016 4480
 Viareggio + 39 0584 385090
 Palma + 34 971 700445
 Seattle + 1 206 382 9494
 Mexico City + 52 55 5004 0408
 Auckland + 64 9 302 0178
 Casa De Campo + 1 809 523 2208

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fraseryachts.com



LORETTA ANNE IV | 40m (131') | Alloy Yachts | 2009 | POA
Gorgeous Alloy, Dubois, Starkey design with on-deck master, office, three en-suites and gym below. Flybridge dining, jacuzzi, tender garage and zero speed stabilizers. MCA and Lloyds!
Jody O'Brien | Ft. Lauderdale +1 954 463 0600 | jody.obrien@fraseryachts.com



X | 47m (155') | Feadship | 1987/2009 | 9,500,000 USD
Exceptional Layout, Feadship Quality, Lloyd's Class, Exceptional Charter record under previous Owners, Good Volume and Great Range. Interior revamp 2009.
Vassilis Fotilas | Monaco +377 93 100 450 | vassilis.fotilas@fraseryachts.com



OHANA | 43m (142') | Perini Navi | 2004 | 15,500,000 EUR
43m Perini Navi, 5 cabins. OHANA is known for her comfort and good sailing abilities.
Dennis Frederiksen | Monaco +377 93 100 450 | dennis.frederiksen@fraseryachts.com



PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | 19,900,000 USD
Designed with elegance and comfort, Princess Sarah is in pristine condition.
Features 6 Staterooms with on deck master.
Scott French | Fort Lauderdale + 1 954 463 0600 | scott.french@fraseryachts.com



MARLENA II | 32m (105') | Overmarine | 2005 | 3,450,000 EUR
Perfectly maintained with accommodation for 7 guests in 4 exclusive cabins.
Jose Arana Jr. | Ft. Lauderdale + 1 954 463 0600 | jose.aranajr@fraseryachts.com
Thorsten Giesbert | Palma + 34 971 700445 | thorsten.giesbert@fraseryachts.com



AIYANA | 25m (81') | Alia Yachts | 2010 | 5,450,000 USD
Racing efficiency and cruising comfort. MCA compliant and ready for the racing season.
James Munn | Monaco +377 93 100 450 | james.munn@fraseryachts.com
Julian Calder | London +44 20 7016 4480 | julian.calder@fraseryachts.com



FRASER YACHTS

FOR SALE & CHARTER



PRINTEMPS | 34m (112') | Heesen | 1987/2009 | 2,450,000 EUR
Sleek and classic Heesen/Dutch quality yacht with an interior by Howard and Horsefield, completed 20 years ABS Class survey.
Antoine Larricq | Monaco +377 93 100 450 | antoine.larricq@fraseryachts.com



RODRIQUEZ 38MT | 38m (124') | Rodriguez | 2012 | 11,850,000 EUR
New Construction semidisplacement hull, powered by Cat 1800 HP.
Delivery in 2012.
Ciro Petrucci | Viareggio +39 0584 385090 | ciro.petrucci@fraseryachts.com



DOLCE VITA | 22m (72') | Uniesse | 2007 | 1,950,000 USD
Spectacular performance with upgraded 1550 HP engines. 4 Guest cabins plus Crew quarters for 2. PRICE REDUCTION.
Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com

FOR SALE & CHARTER



BELLISSIMA | 39m (127') | Baglietto | 2004 | POA
Fast motor yacht, 26 knot cruise, 5 cabin accommodations, great entertaining/upper sundeck. Currently entertaining offers and or larger trades.
Michael Selter | San Diego +1 619 225 0588 | michael.selter@fraseryachts.com

Not for sale to US residents while in US waters.



ATALANTI | 30m (96') | Couach | 2003/2009 | 2,700,000 EUR
Seaworthy hull combined with classic Yachtsman interior is a perfect combination for any "advanced Owner" looking for a serious sporty-chic high performance yacht.
David Legrand | Monaco +377 93 100 450 | david.legrand@fraseryachts.com



TEAM VIP | 37m (121') | Couach | 2010 | 7,900,000 EUR
Fantastic 121' yacht. Stylish and contemporary. Fast cruising in comfort.
Dennis Frederiksen | Monaco +377 93 100 450 | dennis.frederiksen@fraseryachts.com
Pierrik Devic | Monaco +377 93 100 450 | pierrik.devic@fraseryachts.com



BEIJA FLOR | 35m (115') | Feadship | 1968/2009 | 4,450,000 USD
Classic canoe stern Feadship, fantastic condition, New exterior paint and all new machinery. She is a true "Gentleman's Yacht."
Neal Esterly | San Diego +1 619 225 0588 | neal.esterly@fraseryachts.com



IL ODYSSEY | 33m (107') | Benetti | 1967/2005 | 1,950,000 EUR
Just finished her class survey's and ready for the season. Top condition!

Jan Jaap Minnema | Monaco +377 93 100 450 | janjaap.minnema@fraseryachts.com

Sales | Charter | Management | Construction | Crew

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San Diego + 1 619 225 0588
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Palma + 34 971 700445
Seattle + 1 206 382 9494
Mexico City + 52 55 5004 0408
Auckland + 64 9 302 0178
Casa De Campo + 1 809 523 2208

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MARIA II OF LONDON | 30m (101') | Ferretti | 2007 | 4,800,000 EUR
Hull #18 of this Ferretti best-seller Custom Line Navetta Series in top condition.
Beautiful Classic interior furnished gives a classic "yacht club" atmosphere.

exceptional decks areas for her size. Great charter capacity. Commercially
registered and MCA compliant.

David Legrand | Monaco +377 93 100 450 | david.legrand@fraseryachts.com



FRASER YACHTS

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for Sale & Charter



296'/90M Corsair 2008 **NERO***

for Sale & Charter



204'/62M Feadship 2000/10 **FORTUNATO***

for Sale & Charter



203'/62M VSY 2010 **ROMA***

for Sale



200'/61M Feadship 2006 **APRIL FOOL***

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CUSTOM YACHT DIVISION | JOHN COHEN | CROMWELL LITTLEJOHN | BASSAM CHAHINE | KURT BOSSHARDT | DIRK JOHNSON | RICK AURIT

for Sale & Charter



168'/51M Oceanco 1997/10 **LAZY Z***

for Sale & Charter



164'/50M Hakvoort 2006/10 **JeMaSa***

for Sale & Charter



161'/49M Trinity 2009 **BLIND DATE***

for Sale



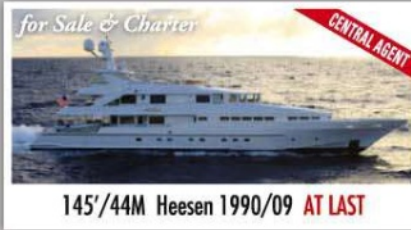
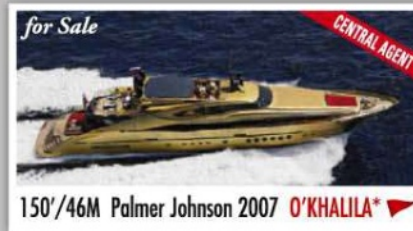
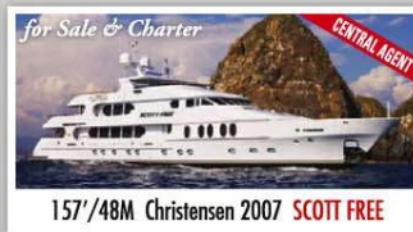
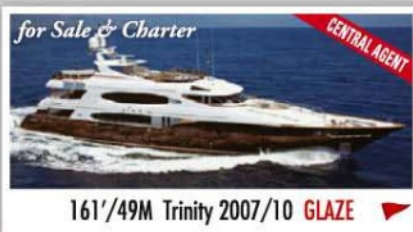
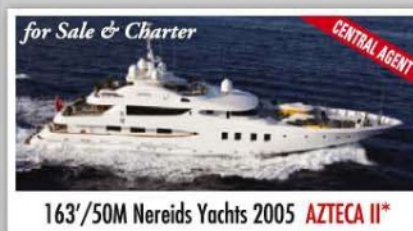
153'/47M Feadship 2001/10 **SEA RACER**

IN MONACO SHOW OR IN THE AREA

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PHONE: 954-525-5111 • FAX: 954-525-5165 • EMAIL: MAIL@MERLEWOOD.COM • WWW.MERLEWOOD.COM

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136'/42M Intermarine 1999/07 **BOSSY BOOTS II***



134'/41M Mondomarine 2012 **HULL #8***



132'/40M Trident Shipworks 1999 **CRILI**



131'/40M A&R 1987 **SILVER SHALIS**



129'/39M Mondomarine 2008 **VILLA REIS*** ▶



125'/38M Broward 1989/03 **SHOWTIME**



124'/38M Broward 2007 **HERITAGE III**



122'/37M CRN 1978/08 **LADY EVA***



121'/37M Crescent 2003/10 **OLGA***



121'/37M Denison 1986/02 **NEWS***



118'/36M Intermarine 2000 **SAVANNAH**



116'/35M Feadship 1970/08 **UTOPIA II**



115'/35M Broward 1997 **CLAIRE**



112'/34M Leopard Express 2008 **LA IGUANA***



110'/34M Christensen 1992 **R RENDEZVOUS**



108'/33M Hargrave 2006 **FREEDOM R***



108'/33M Mangusta 2004/10 **PAN DEI 2***



105'/32M Mangusta 2000/11 **HAMSA***



102'/31M Broward 1984/05 **LIQUIDITY**



101'/31M Leopard 2008 **PAN DEI 1*** ▶



96'/29M N.E. Boat Works 2003 **VAKOMAANO**

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for Sale

CENTRAL AGENT

92'/29M Intermarine 2001 **KRISHELLE**



for Sale

CENTRAL AGENT

92'/28M Palmer Johnson 1985/11 **PEGASUS III**



for Sale

CENTRAL AGENT

90'/27M Pershing 2008 **FRAILECH***



for Sale & Charter

CENTRAL AGENT

88'/27M Rayburn Custom 2004 **LADY VICTORIA**



for Sale

CENTRAL AGENT

88'/27M Pershing 2003 **JK***



for Sale

CENTRAL AGENT

86'/26M Hatteras Sportfish 2002 **SPHEREFISH**



for Sale

CENTRAL AGENT

80'/24M Donzi Sportfish 2010 **R-80**



for Sale

CENTRAL AGENT

80'/24M Hatteras 2004 **OCEAN VIEW**



for Sale

CENTRAL AGENT

80'/24M Sunseeker Predator 1998 **AGAPE LOVE***



for Sale

CENTRAL AGENT

80'/24M DeVries Lentsch 1930/02 **LELANTA***



for Sale & Charter

CENTRAL AGENT

79'/24M Leopard Express 2000/06 **DOLCE VITA II***



for Sale

CENTRAL AGENT

75'/23M Sunseeker 2005 **CHAIRMAN**



for Sale

CENTRAL AGENT

73'/22M Donzi Sportfish 2010 **R-73**



for Sale

CENTRAL AGENT

70'/21M Hatteras Sportfish 2003 **USELESS***



for Sale

CENTRAL AGENT

65'/20M Marquis 2007 **GOOD TIMING**



for Sale

CENTRAL AGENT

62'/19M Little Harbor 1982/07 **EASTERN SKY II**



for Sale

CENTRAL AGENT

56'/17m Derecktor 1977 **FLYING GOOSE**



for Sale

CENTRAL AGENT

58'/18m Grand Harbour F/B 2008 **SYMBAN***



for Sale

CENTRAL AGENT

52'/16M Hatteras S/F 1992 **BAER NECESSITY**



for Sale

CENTRAL AGENT

45'/14M Wally Tender C013 2003 **WALLY**



for Sale

CENTRAL AGENT

44'/13M Hinckley 2000 **LADY LAURIE**

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obsession



Also available for charter.

55 m - Oceanfast - 1991/2008 - 10 guests in 5 cabins - 13 crew - 3 x MTU 3480 hp (DNV, commercially reg.)



Asking price : **USD 24 000 000**

makira



43 m - Italyachts - 2010/2011 - 8/9 guests in 4 cabins - 5 crew - 3 x MTU 2400 hp (ABS).



Asking price : **Eur 14 000 000**

spirit of salima



34,20 m - Tecnomar - 2006 - 6 guests in 3 cabins - 5 crew - 2 x MTU 2285 hp (VAT paid)



Asking price : **Eur 4 380 000**

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Yacht Broker Since 1959

sales | charter | management



bojangles

Also available for charter.

31 m - Falcon - 2004 - 10 guests in 5 cabins - 5 crew - 2 x MTU 2000 hp (Rina, MCA, commercially reg.)

Asking price : **Eur 2 100 000**



23 m - Aicon - 2008 - 6 guests in 3 cabins - 2 crew - 2 x CAT 1550 hp (MCA, commercially reg.)

Asking price : **Eur 900 000**



maevafo IV

Also available for charter.

21,32 m - Sunseeker - 2008 - 8 guests in 4 cabins - 2 crew - 2 x MAN 1550 hp (MCA, commercially reg.)

Asking price : **Eur 1 700 000**

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PLAISANCE
CANNES**

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aleon



Also available for charter.

31 m - Leopard 31 - 2006 - 8 guests in 4 cabins - 4 crew - 3 x MTU 2000 hp (MCA, commercially reg.)

Asking price : **Eur 4 350 000**



soja



Also available for charter.

25,62 m - Seaneast - 2007 - 8 guests in 4 cabins - 3 crew - 2 x MTU 1500 hp (Rina, MCA, commercially reg.)

Asking price : **Eur 2 160 000**



csoyachts.com

45, la Croisette - Résidence du Grand Hôtel
06400 Cannes France - info@csoyachts.com
tel. +33 (0)493 382 270 - fax. +33 (0)493 992 585

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lady belmor

39 m - CRN Ancona - 2009

12 guests in 5 cabins - 7 crew

2 x MTU 2800 hp (Rino, MCA, commercially reg.)

Asking price : **Eur 12 000 000**

Also available for charter.



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be happy to welcome to

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PLAISANCE
CANNES**

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Palma
Newport
Boston
Hong Kong
Singapore

Brokerage

Charter

Management

New Construction

Crew Placement

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FELICITA WEST 210' (64m) :: Perini Navi :: 2003/2011 :: €28,000,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com

PRICE REDUCTION



NOT FOR SALE TO U.S. RESIDENTS WHILE IN U.S. WATERS

DESTINATION FOX HARB'R TOO 161' (49m) :: Trinity :: 2008 :: \$24,900,000
Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: ann.avery@northropandjohnson.com



NEWVIDA 160' (49m) :: Delta :: 2001/2009 :: \$19,500,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



ANDROMEDA LA DEA 154' (46m) :: Perini Navi :: 1990/2006 :: €13,950,000
Hank Halsted :: Newport :: +1 401 965 3265 :: hank.halsted@northropandjohnson.com



FRANCINE 151' (46m) :: Benetti :: 1989/2009 :: \$9,500,000
John Weller :: Fort Lauderdale :: +1 561 379 5431 :: john.weller@northropandjohnson.com

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PRICE REDUCTION



KINGFISHER 142' (43m) :: Feadship :: 1987/2008 :: \$12,900,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



PARLAY 126' (38m) :: Ortona Navi Ketch :: 1991 :: \$6,950,000
Michael Nethersole :: Fort Lauderdale :: +1 954 522 3344 :: michael.nethersole@northropandjohnson.com

PRICE REDUCTION



KAPALUA 115' (35m) :: Crescent :: 1996/2010 :: \$3,950,000
Gregg Child :: Fort Lauderdale :: +1 954 522 3344 :: gregg.child@northropandjohnson.com



SIRIUS OF MAN 100' (31m) :: Sunseeker :: 2002 :: €2,500,000
John Weller :: Fort Lauderdale :: +1 561 379 5431 :: john.weller@northropandjohnson.com



EAGLE'S NEST 98' (31m) :: MCP Yachts :: 2007 :: \$5,995,000
Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: wes.sanford@northropandjohnson.com

PRICE REDUCTION



AZZURA 96' (29m) :: Peterson/Jongert :: 1998 :: €3,895,000
Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: ann.avery@northropandjohnson.com

NEW TO MARKET



AUDACIOUS 95' (29m) :: Inace :: 2003 :: \$3,995,000
Bruce Leffers :: Newport :: +1 401 965 3258 :: bruce.leffers@northropandjohnson.com



DESIRADE 92' (29m) :: Sangermani :: 1998 :: €2,450,000
Hank Halsted :: Newport :: +1 401 965 3256 :: hank.halsted@northropandjohnson.com

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Charter

Management

New Construction

Crew Placement

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GRAZIANNA 91' (28m) :: Palmer Johnson :: 1999 :: \$3,195,000
Chuck MacMahon :: Fort Lauderdale :: +1 954 522 3344 :: chuck.macmahon@northropandjohnson.com



SCEPTRE 91' (27m) :: Camper & Nicholsons :: 1991 :: €1,900,000
Hank Halsted :: Newport :: +1 401 965 3256 :: hank.halsted@northropandjohnson.com

NEW TO MARKET



CARYALI 86' (26m) :: Nordhavn :: 2008 :: \$6,950,000
Michael Nethersole :: Fort Lauderdale :: +1 954 522 3344 :: michael.nethersole@northropandjohnson.com

EXCEPTIONAL VALUE



ADJUTOR 85' (25m) :: Yachting Development :: 2002 :: \$2,590,000
Hank Halsted :: Newport :: +1 401 965 3256 :: hank.halsted@northropandjohnson.com



AISLING 84' (25m) :: Kuipers Doggersbank :: 2000/2008 :: \$4,390,000
Bruce Leffers :: Newport :: +1 401 965 3258 :: bruce.leffers@northropandjohnson.com



MORNING CLOUD 78' (24m) :: Jongert :: 1987 :: \$1,375,000
Jonathan Chapman :: Newport :: +1 401 474 4793 :: jonathan.chapman@northropandjohnson.com



SWAN LAKE II 76' (23m) :: CNB :: 1991/2010 :: \$1,250,000
Michael Nethersole :: Fort Lauderdale :: +1 954 522 3344 :: michael.nethersole@northropandjohnson.com



VENDETTA 57' (17m) :: Derecktor :: 2005 :: \$1,950,000
Bruce Leffers :: Newport :: +1 401 965 3258 :: bruce.leffers@northropandjohnson.com

SALES & PURCHASE

CHARTER

YACHTZOO®



BLUE SCORPION 53.00m (173'11") | Baglietto | 2006 | West Med | EUR 25,000,000 VAT Paid



SOPHIE BLUE 41.00m (134'6") | CBI Navi | 1998 | West Med | EUR 6,900,000

SALES & PURCHASE
CHARTER
NEW CONSTRUCTION

MONACO: 9 avenue d'Ostende, MC 98000 Monaco - T +377 9770 5200
USA: 1535 SE 17th St., Suite 103, Ft. Lauderdale, FL 33316 - T +1 954 767 1035
www.yacht-zoo.com - info@yacht-zoo.com

SALES & PURCHASE

CHARTER



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SWEET PEA 50.30m (165')
Feadship | 2000/2008 | Ft. Lauderdale, FL | USD 33,000,000



JANA 46.30m (151'11")
Feadship | 1986 | U.A.E. | USD 13,995,000



BELLA BRI 46.00m (151')
Northern Marine | 2008 | West Palm Beach | Please inquire



*Not for sale or charter to U.S. residents while in U.S. waters.

TUSCAN SUN 44.80m (147')
Izar of Spain | 2006 | Bahamas | USD 24,950,000



MARI-CHA III 44.70m (146'6")
Sensation Yachts | 1998 | Mediterranean | USD 12,950,000



ARIETE PRIMO 44.10m (144'8")
Richard Dunston | 1967/2006 | West Med | EUR 19,000,000

SALES & PURCHASE
CHARTER
NEW CONSTRUCTION

COME SEE US AT THE MONACO YACHT SHOW 2011



NAMASTÉ 130 ft (40 m)
Westport | 2010 | Ft Lauderdale, FL | USD 19,895,000



AWESOME 39.60m (130')
Mangusta | 2005 | West Med | EUR 12,800,000



IMPULSIVE 38.40m (126')
Norship | 1993/2010 | Mediterranean | USD 6,750,000



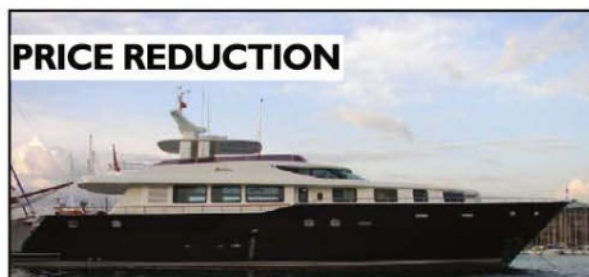
NORTHCOAST 125 38.30m (125'6")
Northcoast Yachts | 2011 | Ft Lauderdale, FL | USD 18,950,000



ASPEN ALTERNATIVE 36.60m (120')
Sovereign | 2002 | Ft. Lauderdale, FL | USD 5,500,000



FOREVER MY AGATA 33.00m (108')
Mangusta | 2002 | West Med | EUR 7,500,000



ANTIBES 32.00m (105')
Ustaoglu / Dubois | 2010 | Kusadasi, Turkey | EUR 4,950,000



CAROBELLE 30.00m (100')
Azimut Jumbo | 2000 | Ft. Lauderdale, FL | USD 3,450,000

SANLORENZO



SL82

Year: 2008
Engines: CAT C 32 (2 x 1.670 Hp)
Lying: Italy
Price: € 3.000.000,00 (+ VAT)



SL72 - 511 "ROSETTA"

Year: 2007
Engines: MTU10V2000 M92 (2 x 1.380 Hp)
Lying: Palma de Mallorca (Spain)
Price: € 2.400.000,00 (+ VAT)



SL72 - 405 "ECLIPSIS"

Year: 2000
Engines: MAN D2842LE404 (2 x 1.300 Hp)
Lying: La Spezia (Italy)
Price: € 1.200.000,00 (VAT paid)



SL62 - 510 "MAMI & C"

Year: 2008
Engines: MTU 8V2000M92 (2 x 1.100 Hp)
Lying: Lignano (Italy)
Price: € 1.600.000,00 (VAT paid)

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Puerto Portals, Local 82-83
07181 Portals Nous - Mallorca (Spain)
tel. +34 971 67 94 06
baleari@sanlorenzoyacht.info

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06600 Antibes - France
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cotedazur@sanlorenzoyacht.com

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SL108 - 513 "KOS"

Year: 2008
Engines: MTU 16V2000M93 (2 x 2.435 Hp)
Lying: La Spezia (Italy)
Price: € 6.500.000,00 (VAT paid)



SL88 - 522 "GUALICHO"

Year: 2008
Engines: MTU 16V2000M92 (2 x 2.216 Hp)
Lying: La Spezia (Italy)
Price: € 4.000.000,00 (VAT paid - Leasing)



SANLORENZO



PRINCESS 67 FLY "ENIGMA"

Year: 2007
Engines: MAN D2840LE423 (2 x 1.100 Hp)
Lying: La Spezia (Italy)
Price: € 1.250.000,00 (+ VAT)



AZIMUT 70 FLY "GAME"

Year: 2009
Engines: MAN V12 1360 (2 x 1.360 Hp)
Lying: La Spezia (Italy)
Price: € 2.000.000,00 (+ VAT)



ELEGANCE 88 DYNASTY "SAPHIRA"

Year: 2004
Engines: MTU 12V2000M91 (2 x 1.500 Hp)
Lying: Palma de Mallorca (Spain)
Price: € 1.950.000,00 (+ VAT)



HEESEN 83 FLY "FABIEENNE"

Year: 1990
Engines: GM 12V92TA (2 x 1.080 Hp)
Lying: Palma de Mallorca (Spain)
Price: € 1.750.000,00 (+ VAT)



ASTONDOA 95

Year: 2004
Engines: MTU 16V2000M91 (2 x 2.000 Hp)
Lying: Palma de Mallorca (Spain)
Price: € 2.500.000,00 (+ VAT)



COUACH 2200 FLY

Year: 2006
Engines: MTU 8V2000M93 (2 x 1.200 Hp)
Lying: Antibes (France)
Price: € 1.500.000,00 (VAT paid)

sistership



RIVA OPERA 85 "MENTXU"

Year: 2006
Engines: MTU 16V2000M91 (2 x 2.000 Hp)
Lying: La Spezia (Italy)
Price: € 3.000.000,00 (VAT paid)



MANGUSTA 72 "MAGAGIÒ"

Year: 2004
Engines: MAN (2 x 1.500 Hp) Arneson ASD14
Lying: La Spezia (Italy)
Price: € 1.000.000,00 (Leasing)



102ft "MOONBEAM OF FIFE III" 1903. The story of the Moonbeams began in 1858 with Moonbeam I & II. In 1902 Charles Plumtree Johnson, an eminent London lawyer, decided to go back to William Fife for the creation of his 3rd yacht taking into account his navigation projects as he wanted to race under the new RORC tonnage which included sailing ships with fitted-out interiors. Moonbeam III was launched in 1903, hull n° 491 to leave the Fife yard. The result was a magnificent yacht which has now become one of the most successful classic yachts in the world. Her streamlined shape and large sail surface area both make for an extremely elegant and unique yacht.



258ft Steam Ship "SS DELPHINE"

DELPHINE is an exceptional ship built in 1921 and totally rebuilt between 1997 and 2003, thanks to her passionate owners, into a modern super yacht keeping her unique classic character.

DELPHINE has some incredible history having been placed into US naval service during World War II, then used as a training ship for 18 years until 1997 when she was bought by her current owner who spent nearly six years rebuilding her.

She was re-christened in September of 2003. DELPHINE is now one of the most unique and exceptional private yachts in the Mediterranean fleet and worldwide. In 2004 she received the annual showboats award for best refit.

Although she has kept her 2 incredible steam engines, she is now equipped with all the modern technology equipment and boasts a very luxurious and comfortable interior. She can accommodate up to 26 guests.



80ft Power Catamaran "SONG SAIGON"

2008. An exceptional ocean passage aluminium motor catamaran.

Designed by Joubert Nivellet, she has a 3 300 NM range and accommodates up to 9 guests plus 2 crew in 5 cabins.

The space on her main and upper decks is just huge.

Cannes Yacht Show 2011.



80ft Catamaran "SUN TENAREZE"

2004. Built by JFA, France and designed by Michel Joubert.

After six years around the world, from Svalbard (80° of latitude North) to crystal clear waters of the Pacific Islands, from the roaring forties around New Zealand to the quiet "marsas" in the Red Sea, from Asia to Canada, SUN TENAREZE has proved to be reliable, safe, fast and extremely comfortable.



Morgan 70 "MATHIGO"

2007. Kevlar composite built from a Tom Fexas design, she is a true gentleman's yacht with a special classic touch inspired from the lobster boats in Maine. She is fast and seaworthy, extremely comfortable and luxurious. She is like new having been used only one summer and stored indoors since.



100ft Aluminium Sloop "SUSANNE AF STOCKHOLM"

1990. Gilles Vaton designed. Totally reconditioned in 2008 into a modern, comfortable, seaworthy and performing sailing yacht with a brand new stylish interior. She has a terrific potential for private cruising and / or for charter.

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84ft Fitzroy Yachts "NEPTUNE"

2004. Aluminium built from a Judel/Vrolijk design. The spacious accommodation includes a three-guest cabin layout aft, all with private en suite heads.

The two forward crew cabins also have separate heads. The generous main saloon includes a comfortable dining area and lounge. The deckhouse incorporates an additional dining area, chart table and inside steering station.

Cannes Yacht Show 2011.



Baltic 78 Custom "LUPA OF LONDON"

2000. Built to combine the ultimate in luxury and performance, LUPA OF LONDON offers all the comforts for cruising in a high tech package built for speed.

She boasts a canting keel to improve sailing stability.

She is the ideal boat for enjoyable cruising and exciting racing events.



90ft Fast Sloop "QUINTA SANTA MARIA"

2002. A very nice, fast cruising sloop. She has been specially designed for her current owner who is an experienced yachtsman and who has exclusively used her for family cruising and a few Mediterranean cruising racing events. She has been kept in great condition by the same captain since launched.

Cannes Yacht Show 2011.

SWS 95 "DHARMA"

2005. Designed by Farr/Nauta. She is extremely elegant, seaworthy and comfortable. She accommodates 8 guests in 4 double cabins with separate crew area including 2 cabins. She also boasts a nice deck house. She has been around the world with her owner and the same captain since launched.

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taTii | Tamsen Yachts
 41m | 2009 | Palma
 Sales: €14,900,000
 Charter: €145,000 per week

Award Winning Yacht:

- **Yacht Design Awards**
 Best custom leather & "Yacht Design Award" 2010
- **World Super Yacht Awards**
 Selected as a Finalist for the Best Semi-Displacement or Planning Motor Yacht in 40m+ Size Range
- **ShowBoats**
 Design Award Finalist

Central Agent

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jimmy@bluewateryachting.com



Zeus | Mangusta 165
 50m | 2009 | Monaco
 Sales: €27,500,000
 Charter: €250,000 per week

Mangusta's flagship yacht, is one of the largest open yachts in the world, incorporating seamless design and the most sophisticated specifications and amenities.

Central Agent

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Mystic | CMB Yachts
 46m | 2010 | Turkey
 €15,995,000

Award Winning Yacht:

Mystic has been awarded by

design et al

The international yacht awards 2011
 Winner of power yacht over 40 metres.

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- Design by Luca Dini & Ivana Porfiri
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- Large owners suite on a private deck
- Luxury VIP suite
- 4 good guest suites
- Steel hull - aluminium superstructure
- Custom tender for 12 guests
- Elevator from lower deck to fly bridge
- 7* Japanese hotel spa, massage room, large gym, steam bath & sauna
- 4500nm range

Joint Central Agent

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jimmy@bluewateryachting.com



Streamline - 50M
Mondo Marine
€17,500,000

- Cor D Rover exterior design
- Luca Dini interior design
- Steel construction
- Delivered in 2009

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Mondo47 Explorer
€22,500,000

- Fully equipped gym
- Elevator
- Swimming pool
- Range 11,000 nm
- Possibility of heli-pad
- Possibility of ice-class hull
- Possibility for large tender on deck

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ANTIBES | PALMA | FORT LAUDERDALE | LONDON | ZUG





Mondo Marine | 41M - MK II

41m | 12 months from delivery | Italy

€15,900,000

Joint Central Agent

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Stanley Z | Trinity Yachts

43.30m | 2003 (refit 2008) | France

US\$ 14,900,000

Simon Ting | +33 6 18 06 03 42 | simon@bluewateryachting.com



Little Jems | Leopard 26

26m | 2004 | Antibes, France

Sales: €1,950,000

Charter: €39,500 per week

Central Agent

Tom Barnes | +33 6 20 18 17 34 | tom@bluewateryachting.com



Tuttinoi | Pershing 88

26.8m | 2001 | Western Mediterranean

€1,650,000 (VAT Paid)

Central Agent

Jimmy Broddesson | +33 6 69 94 61 04 | jimmy@bluewateryachting.com



Santa Valentina | Elegance 87

26m | 2009 | Imperia, Italy

€2,480,000

Central Agent

Tom Barnes | +33 6 20 18 17 34 | tom@bluewateryachting.com



Les | Mangusta 108

34m | 2007 | France

Sales: €6,500,000

Charter: €82,500 per week

Joint Central Agent

Peter Bennett | +33 6 09 96 01 02 | peter@bluewateryachting.com



Adam | Azimut 68

21m | 2008 | Antibes, France

Sales: €1,250,000 (VAT Paid)

Charter: €28,000 per week

Central Agent

Tom Barnes | +33 6 20 18 17 34 | tom@bluewateryachting.com



AlexSophie | Azimut 75

23m | 2007 | San Remo, Italy

Sales: €1,900,000

Charter: €31,500 per week

Central Agent

Tom Barnes | +33 6 20 18 17 34 | tom@bluewateryachting.com



Calista | Pershing 76

23.5m | 2004 | France

€950,000

Central Agent

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4 Staterooms, Spacious on-deck living, 1985/refit 2005
Steel construction, Superb condition. **\$500k PRICE REDUCTION**

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88' KNIGHT & CARVER

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Cockpit motoryacht, 3 Staterooms + crew, 21'7" Beam
Refitted in 2005/2006 and updated in 2010. Custom built 1988

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New Construction built in Holland, Aluminum, Raised helm deck
Turnkey with tower, electronics & fishing gear. Delivery Fall 2011

Dick Phillips
dick@ardell.com



78' WEST BAY SONSHIP

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Flush deck motoryacht, Walk around side decks, Large covered aft deck
3 Staterooms + crew, Teak interior, 2001

Jim Elliott
elliott@ardell.com

Florida T 954.525.7637 F 954.527.1292 Email yachts@ardell.com
1550 S.E. 17th Street, Fort Lauderdale, FL 33316 USA



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1993 Lurssen, Worldwide capability, Superb stability
and performance, Recent \$1M Price Reduction, Submit All Offers

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164' BENETTI SAILING YACHT

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El Bandido – Year 2008 · Length 36.0 m · P.O.A.
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True Blu – Deno 78 · Year 2009 · Length · 24.0 m
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Azteca II – Nereids Yachts · Length 49.7 m · P.O.A.
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Harry.Peralta@engelvoelkers.com · Harry Peralta



Dominator 620 – Year 2009 · Cruising speed 26 kn
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SCI Mercury 44 (Twin 662) – Top Speed 180 km/h
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Bonum Factum

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2 x 390 pk Caterpillar

At request



Hakvoort 70 Long Range MY

1994/2006 refit, 21.20 x 5.80 x 1.90 m, 3 cabins + 1 x crew,
steel, 2 x 440 pk MAN

€ 1.390.000,=



Vripack Long Range Offshore Vessel

2008, 19.95 x 6.16 x 1.70 m, 3 cabins, steel,
2 x 255 pk Caterpillar

€ 1.750.000,=



Sturier 675 CS

2005 te water, 20.60 x 5.75 x 1.70 m, 3 cabins + 1 x crew,
steel, 2 x 252 pk MAN

At request



MY 'Freedom' 80 ft alu

1989, 24.85 x 6.40 x 1.83 m, 3 cabins + 2 x crew, aluminum,
2 x 1080 pk GM 12V

€ 875.000,=



Doggersbank 2115 MY

1989, 22.70 x 6.00 x 1.80 m, 3 cabins + 1 x crew, steel,
2 x 296 pk Volvo Penta

€ 990.000,=



Moonen 68 VS Long Range

1992, refit 2007/2008, 20.00 x 5.20 x 1.80 m,
3 cabins, steel, 2 x 292 pk Volvo Penta

€ 895.000,=



Mulder Futura 63

1994, 19.50 x 5.60 x 1.60 m, 4 cabins, steel,
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KISMET 223 Ft. (68m) Lürssen 2007

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4YOU 154 Ft. (47m) Heesen 2009

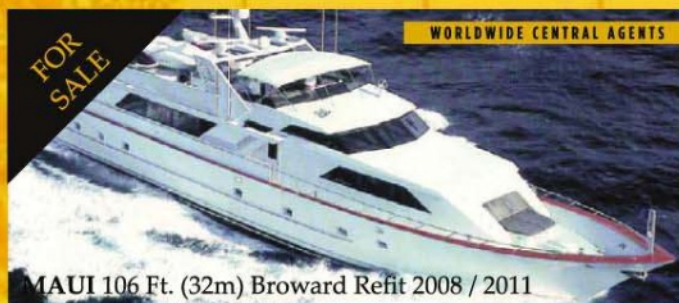
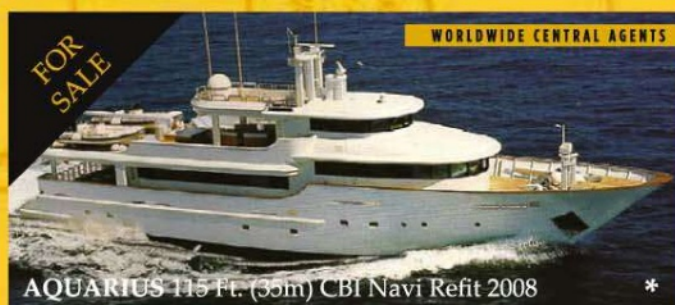
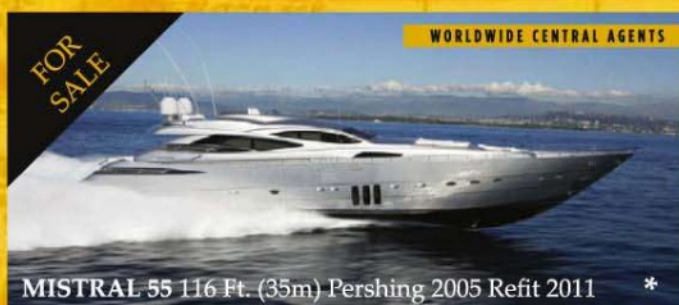
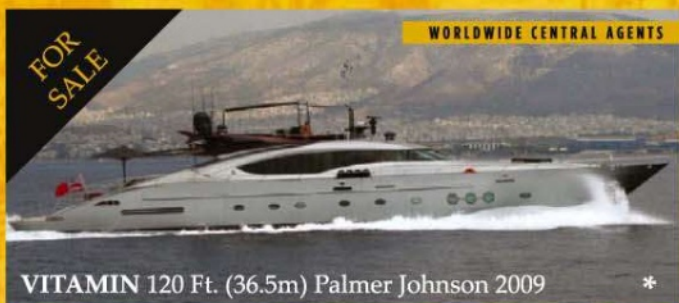
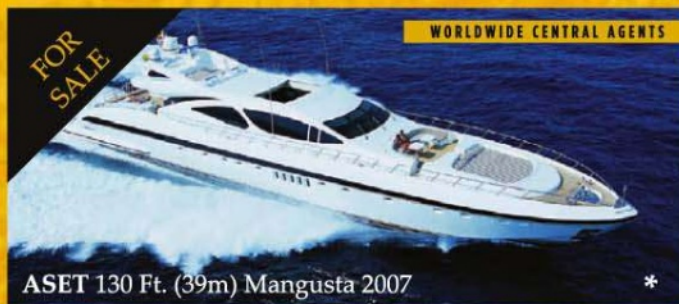
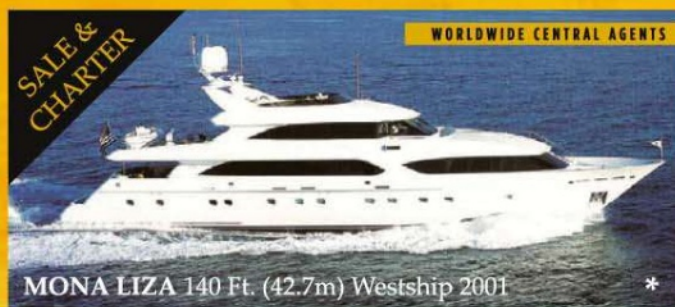
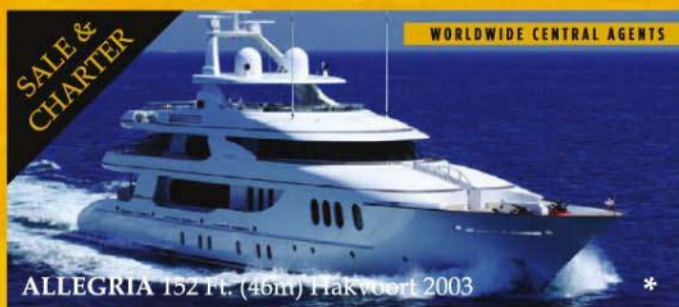
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2009 - delivery 2010 - 2 x 2.400 MTU - 240 engine hours
Stabilizing System Zero speed - Bow and stern thruster - Perfect condition
Asking Price Euro 5.900.000,00 VAT EX (negotiable)



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MANGUSTA 108

2003 - 2 x 2.775 MTU - very good condition
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CENTRAL AGENT

ADMIRAL 31

2002 - 2 x 2.350 MTU - 4 cabins - perfect condition
Asking price Euro 3.400.000,00



AKHIR 85

2007 - 2 x 2.000 MTU - MCA - immediate delivery - good condition
Asking Price Euro 2.800.000,00 VAT EX

Asking Price Euro 2.370.000,00 VAT EX

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LEOPARD 32

2005 - 4 cabins - 3 x 2.000 MTU Kamewa Jet - 700 h approx - Good condition - immediate delivery

CENTRAL AGENT



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2006 - 5 cabins
2 x 2.400 MTU
640 engine hours
Perfect condition

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Very good condition

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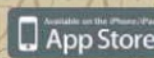
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2011. 6 SR'S. C.A. Frank Grzeszczak 954.494.7096
C.A. John F. Dane 228.223.7144



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MIA ELISE 164' (50M) TRINITY 2010. 6 SR'S
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C.A. Chary Sabates III 954.604.2253



ANJILIS 161' (49M) TRINITY 2009. 5 SR'S
C.A. Frank Grzeszczak 9 54.494.7096
C.A. Chary Sabates III 954.604.2253



ZOOM ZOOM ZOOM 161' (49M) TRINITY 2005.
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ONE MORE TOY 155' (47M) CHRISTENSEN
2001. 6 SR'S. C.A. Mark Elliott 305.794.1167



EASY 147' (45M) TRIDENT 2000/11. 5 SR'S
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C.A. Chary Sabates III 954.604.2253



ESPRESSO III 142' (43M) TRINITY 2004. 5 SR'S
C.A. Mark Elliott 305.794.1167



PENNY MAE 138' (42M) RICHMOND 2004/09.
6 SR'S. C.A. Mark Elliott 305.794.1167



BRAZIL 131' (40M) HEESEN 1993. 5 SR'S
C.A. David Nichols 954.682.6853



LIONSHARE 130' (40M) HEESEN 1987/2009.
5 SR'S. C.A. Mark Elliott 305.794.1167



VICTORIA DEL MAR 121' (37M) MOONEN
2001/08. 5 SR'S. C.A. Kevin Bonnie +33.616.39.1959



BUZZ 91' (28M) SUNSEEKER 2007. 4 SR'S
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BLACK PEARL II 86' (26M) AZIMUT 2005. 4 SR'S
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FOUR ACES 183' (56M) BENETTI 2005/08. 6 SR'S
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J.C.A. Chany Sabates III 954.604.2253
J.C.A. Frank Grzeszczak 954.494.7096



WHEELS 164' (50M) TRINITY 2009. 6 SR'S
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C.A. Mark Elliott 305.794.1167



CARPE DIEM II 150' (46M) TRINITY 2002/11.
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DOMANI 145' (44M) BENETTI VISION 2004. 5 SR'S
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STANLEY Z 142' (43M) TRINITY 2003. 5 SR'S
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BLIND DATE 134' (41M) LURSSSEN 1995. 4 SR'S
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SACAJAWEA 130' (40M) HATTERAS 1995. 5 SR'S
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SEA OWL 124' (38M) DELTA 1999/2008. 4/5 SR'S
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108' Westport 1998
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106' Westport RPHMY 2003/2004
Milke Williams, C.A.



103' West Bay 2001
Mark Peck, C.A.



100' Broward 2001
Andrew Miles, C.A.



98' Queenship 1993
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97' Hargrave PHMY 2005
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Camm Moore, C.A.



82' Horizon 2005
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78' West Bay 2002
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Her striking external lines offer progressive and unique styling with superb deck space and functionality.

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ISA 136' - 41,5m. - TI VOGLIO TANTO BENE

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AB 116 FROM 2010 AND AB 140 FROM 2009
PRICE ON REQUEST

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PALMER & JOHNSON 120' : 2 X MTU 12V4000 DDEC M90
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AICON 64 : 4 CABINS - 2 X MAN V12 (2X1224 HP)
900 000 EUR



AB 68 - 2003 : 3 CABINS + CREW
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MANGUSTA 92 - 2006 : 28,30M - 2 X 2400 HP
MTU 16V - 4 CABINS - 2 950 000 EUR



MAIORA 31M - 2001 : 4 CABINS + CREW
2 X MTU 1850 HP - 2 500 000 EUR



AICON 75 - 2008 : 4 CABINS - 2 X CAT C32
(2 X 1550 HP) - 2 000 000 EUR



AB 88 - 2005 : 3 CABINS + CREW - 3 X 1825HP
CAT ACERT - 2 000 000 EUR



LEOPARD 34M - 2005 : 4 CABINS + CREW
3 X MTU 2000 HP - 3 600 000 EUR



AZIMUT 75 : 4 CABINS + 3 CREW
2 X MAN 1360 HPP - 1 750 000 EUR



SUNSEEKER MANHATTAN 64 - 2004 : 2 X CAT
880 HP - 3 CABINS + CREW - 750 000 EUR TTC



CANADOS 90 - 2009 : 4 CABINS + CREW
2 X 2400 HP MTU - 3 200 000 EUR



LEOPARD 31 - 2008 : 3XMTU 2000 - 4 CABINS
4 CREW - 3 900 000 EUR



PRIVILEGE 615 - 2008 : 4 CABINS + CREW
2 X 110 HP - 1 400 000 EUR



BLUBAY 92 : 4 CABINS DOUBLES + CREW
2 X CUMMINS 350 HP - 6 800 000 EUR



BAIA 48 FLASH - 2010 : NEW 2X 575 HP VOLVO
3 CABINS - 650 000 EUR



LEOPARD 27M - 2000 : 3 CABINS CREW
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Ninemia



Rini



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NINEMIA

This Dutch motor yacht is a 31.00m (101.7') vessel built by Vitters Shipyard in Holland in 1995.

The yacht interior has been designed by Isabelle Blanchere and her exterior styling by De Vries Lentsch. She accommodates 8 guests in 4 cabins.

NINEMIA is in excellent condition, professionally maintained by her crew of six.

Asking price: 3,250,000 Euro

Contact:

Michel Chryssicopoulos
mc@cape4yachting.com

Filip Jerolimov
fj@cape4yachting.com

RINI

This motor yacht is a 37.60m (122') vessel built in Italy by Rizzardi-Posillipo in 2008. She boasts a sleek Carlo Galeazzi design, both for her modern interiors as well as for her exterior lines.

She accommodates 12 guests in five en suite cabins, with her full beam Master cabin situated on the main deck.

RINI cruises comfortably at 25 knots and is in turn key condition. VAT paid.

Asking price: 7,500,000 Euro

Contact:

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cc@cape4yachting.com

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DE VALK

ESTABLISHED IN 1947



HOEK 51

GRP, '06, built by Kooi Makkum BV, dim.: 15.33 x 4.20 x 1.80 m, The Hoek 51 is a wonderful, classic lined ship, with very nice overhangs, a beautiful little superstructure and a flush deck.

Asking EUR 825,000

Central Agent: Hindeloopen +31 514-524000



HUISMAN KETCH

Built 1995 by Royal Huisman Shipyard. Design: H.A. Scheel. Dim.: 20.85 x 5.40 x 2.70 m. Comfortable cruising ketch, easy to handle. In 2003 major refit at Huisman Shipyard. In as new condition. See www.royalhuisman-deneb.nl. Price reduced.

Asking EUR 1,980,000 (VAT not paid)

Central Agent: Amsterdam +31 35-5829014



NORDIA 70

Built 2008, designed by Robert van Dam. Dim. 21.35 x 5.65 x 3.10 m, Perkins Saber M225Ti, 225 hp. Beautifully Dutch-built deck saloon sailing yacht with four cabin layout, built by Nordia Van Dam.

Asking EUR 3,450,000

Central Agent: Amsterdam +31 35-5829014



LUNSTRO 2750 SCHOONER

Steel, 1982, dim.: 31.00 x 6.10 x 3.00 m, 6 cabins, 1 x John Deere 300 hp diesel, over-equipped and meticulously maintained by her current owner, viewing highly recommended.

Asking EUR 2,900,000 (VAT not paid)

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DUTCH DIJKSTRA EXPLORER KETCH

Design by Dijkstra. Built by Bloemsma en Claasen. Dim.: 33.00 x 7.60 x 2.10/6.50 m. Interior design by Rhoades Young. This luxury explorer sailing yacht will take you to destinations well off the beaten track. Can be bought in a partial ownership.

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DIJKSTRA 110 CLASSIC SLOOP

Aluminium, 2011, dim.: 33.90 x 7.10 x 4.30 m, Dijkstra designed. Dutch built sailing yacht, which combines racing and cruising within a classic design.

Price on request

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DE VALK

ESTABLISHED IN 1947



VALK CONTINENTAL 1550

Steel, built 2005 by Wim van der Valk, NL, dim.: 14.99 x 4.60 x 1.50 m, teak decks, sleeps 4 guests in 2 cabins, 2xVolvo Penta 235 hp, bow- and stern thrusters, excellent condition and ready to go.

Asking EUR 595,000

Central Agent: Palma +34 971-402911



NUVARI 63 FLY

GRP, 2003. Dim.: 19.20 x 5.18 x 1.60 m, 3 double cabins, 2x 1050 hp MAN. Kept to a very high standard, her passionate owner recently upgraded to a larger yacht and needs her sold.

Asking EUR 625,000 (VAT not paid)

Central Agent: Antibes +33 (0)492-910202



CARVER MARQUIS 690 FLY

GRP, 2007. Dim.: 21.30 x 5.50 m, 4 double cabins, 2x 1015 hp CAT. A smart top quality American craft. Ideal for comfortably cruising in the Mediterranean. Over-equipped and meticulously maintained by owner.

Asking EUR 1,250,000

Central Agent: Antibes +33 (0)492-910202



FAIRLINE SQUADRON 70

GRP, 2009, dim.: 22.18 x 5.40 x 1.44 m, teak decks, sleeps 8 guests in 4 cabins, plus 2 crew, 2x 1360 hp diesels, max. 32 knots, bow and stern thrusters, excellent condition, viewing highly recommended.

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Steel hull, built 1966, dim.: 28.10 x 6.10 x 2.10 m. Completely rebuilt classic FEADSHIP in an as new condition. The owner spent more than ten years to bring this vessel back to a pristine condition with the use of the best materials and the today's equipment.

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Explorer in Style, 6000nm range, huge master on deck, 5 guest suites, first under build, space of a 50m, ABS/MCA. Price on request.



120' (36m) / 126' (38m) INACE AFT HOUSE EXPLORERS

One each under build, 5000nm range, Luiz de Basto design, Midship master, 4 guest suites. Room for tenders & toys. Starting at \$11,550,000



130 (39.6m) PHOENIX | DAVIE-ROCKLAND SHIPYARD | 1973 / 2008

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112' (34.1m) LA SULTANE | AEGEAN LRC | 2006

Steel displacement w Quantum Zero Speeds; 5 or 6 S/Rs. Expansive Owner's Deck behind bridge. Classic mahogany interior; great outdoor spaces; built tough, economical w range. SEA TRIAL ME. C. A. Steve Reoch. \$5,695,000



92' (28m) ALL SEAS YACHTS | 2010

The ALL SEAS 92 is new, turn key, and ready to explore. 5000nm. US built, steel hull, stunning mahogany interior joinery. Hull #2 currently under construction in San Diego. \$7,500,000



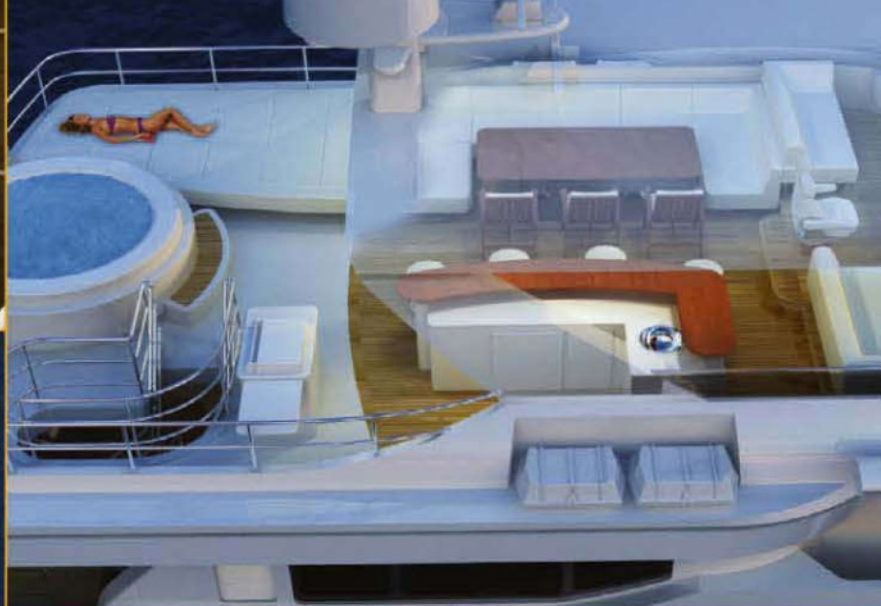
85' (25.9m) BLUE LADY | ROSSATO | 1992

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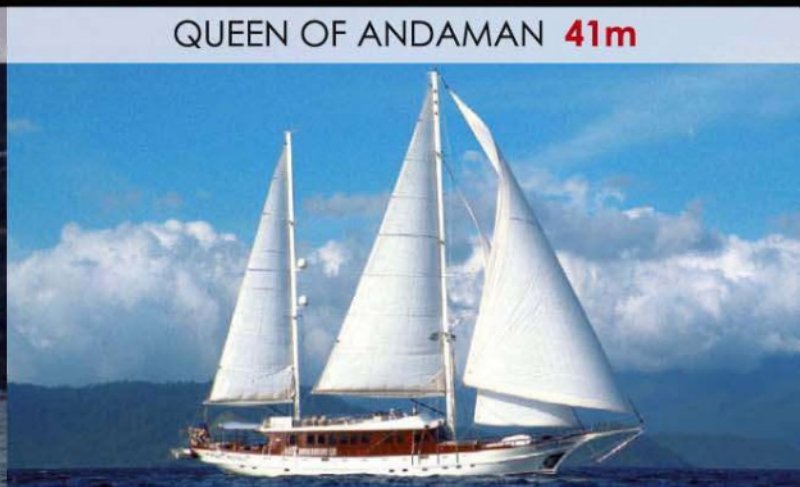
GUY COUACH
Year/Refit 2002/2011
€ **1,800,000**

CLAN 2 **19m**



CARLINI RIMINI
Year 2008
€ **1,980,000**

QUEEN OF ANDAMAN **41m**



SILYON YACHTS
Year/Refit 2007/2011
€ **6,500,000**

FLECHE D'ARGENT **18,7m**



OTAM
Year/Refit
1999/2009
€ **550,000**

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BLINK 41m



AKHIR
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SANLORENZO SD122 "Bikini Queen"

Year: 2010
Length: 37.44 m
Beam: 7.96 m
Engines: 2 x Caterpillar C32 ACERT à 1,193 kW
Price reduction of € 1,000,000 to € 10,900,000 (Tax paid)



ISA 120 "Midnight Sun"

Year: 2006
Length: 36.45 m
Beam: 7.40 m
Engines: 3 x MTU 16V 2000 M91 à 1,471 kW
Price: € 6,300,000 (Tax not paid)



SANLORENZO 88 "Regine"

Year: 2006
Length: 26.75 m
Beam: 6.75 m
Engines: 2 x Caterpillar C32 ACERT à 1,343 kW
Price: € 3,500,000 (Tax paid)

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SUNSEEKER Predator 82

Year: 2006
Length: 25 m
Beam: 6 m
Engines: 2 x MTU 2000 M91 à 1,471 kW
Price: £ 1,395,000 (Tax not paid)

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SANLORENZO SL 62 "GIL" - 2007

MANGUSTA 80' - Plusieurs modèles disponibles



MANGUSTA 105' - "SEA DIAMOND" - 2002

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SUNSEEKER 37M YACHT 2008



Tickled Pink is a beautiful tri-deck superyacht. Fitted with Trac Star digital fin stabilisers, Bose upgrade throughout, she accommodates ten guests comfortably in five luxurious cabins.

Engines: 2 x MTU 4000 Series 12V M70
Lying: Croatia

Central Agent
£7,750,000 Ex Vat

SUNSEEKER 90 YACHT 2008



This extremely high specification yacht comes with Trac Star digital fin stabilisers, upgraded generators, flybridge crane and Bose upgrade throughout, to name a few. Eight berths in four cabins.

Engines: 2 x Caterpillar C32 ACERT
Lying: France

Central Agent
£2,650,000 Ex Vat

SUNSEEKER PREDATOR 92 SPORT 2009



Stylish accommodation for eight guests in four en suite cabins. Her high specification includes; tropical air-conditioning, hydraulic bathing platform, upgraded generators and M9 satellite TV system.

Engines: 2 x MTU 16V 2000 M93
Lying: Mallorca

Central Agent
£3,900,000 Inc Vat

SUNSEEKER 88 YACHT 2010



This immaculate 88 Yacht has the highest specification ever ordered. Fully MCA coded, she includes; Trac Star digital fin stabilisers, upgraded generators, Sunseeker twin disc system and flybridge GRP hardtop. 8 berths in 4 suites.

Engines: 2 x MTU 12V 2000 M94
Lying: UK

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yachts



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The Highlander sleeps 14 in five staterooms. The Master Stateroom sleeps three with a queen bed and twin size bed to starboard. Four of the guest staterooms have twin beds, three of which have Pullman berths. Additionally, the Observation Room has entry doors that close for privacy and could easily be used as a VIP with pullout twin beds and en-suite head and shower.

Perfect for both personal and corporate use, this iconic Bannenberg designed Feadship has been effectively used to entertain corporate CEO's, executives, heads of state, and royalty by the Forbes family and Forbes Magazine. The Highlander has cruised extensively around the world to places including the Pacific Rim, Saint Petersburg, Russia, Alaska, the Amazon, Caribbean, and the Americas.

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92' Jones Goodell Yacht Fisherman
4 Stateroom + Crew
Major Refit



1986 86' Stephens PMY
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MOONEN



MOONEN 72 - *LADY JALINKA*

YN 172 - Year 2001

Construction:	Steel/Aluminium
Dimensions:	22.10 x 5.80 x 1.70 metres
Engines:	Twin Caterpillar 3116CDI-TA, 275 bhp each (bkW 205)
Performance:	Maximum speed: approx. 11.0 knots
Accommodation:	6 guests in 3 cabins, 1 crew in 1 cabin
Range:	Approx. 1,800 nm at 9.0 knots

Price € 1,950.000 VAT paid



MOONEN 84 - *ELEONORA*

YN 180 - Year 2005

Construction:	Steel/Aluminium
Dimensions:	26.25 x 6.67 x 1.80 metres
Engines:	Twin Caterpillar 3406E, 480 bhp each (bkW 354)
Performance:	Maximum speed: approx. 12.5 knots
Accommodation:	8 guests in 4 cabins, 3 crew in 2 cabins
Range:	Approx. 3,000 nm at 9.0 knots

Price € 3,950.000 excl. VAT



MOONEN 97 - NEW BUILD!

YN 193 - Year 2011

Construction:	Steel/Aluminium
Dimensions:	30.00 x 7.30 x 2.20 metres
Engines:	Twin Caterpillar C18 DI-TA 600 bhp each (bkW 448)
Performance:	Maximum speed: approx. 13.0 knots
Accommodation:	8 guests in 4 cabins, 4 crew in 2 cabins
Range:	Approx. 4,500 nm at 9.0 knots

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CRN 128 2006 2x MTU 2775 h.p

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Rarely available on the brokerage market and having just completed her full annual maintenance at the CRN shipyard viewing is highly recommended.

Lying Mediterranean.

ISA 133

€ 7,500,000 EX VAT.



ISA 133 2007 2x MTU 3750 h.p

With a top speed of 34 Knots and a very high specification this beautifully designed 5 cabin yacht has everything including fore-deck lounge and a custom gymnasium. In immaculate condition with low hours and very light use she represents incredible value. Viewing highly recommended. Lying Western Mediterranean.

"MIMA"

€4,995,000 EX VAT. Offers invited



Shama Yachts 118 Open 2008

2x Cat 1800 1x Cat 1675 waterjets.

A unique opportunity to purchase a fast custom 5 cabin luxuriously appointed open yacht. Built to the very highest specifications for her discerning owner with a top quality designer interior she is in as new condition and ready to cruise. Viewing highly recommended.

Lying Malta.

CUSTOM LINE 97

€P.O.A.



Ferretti Custom Line 97 2007 2xMTU 2400 hp

A great opportunity to purchase a very high specification 5 cabin CL97.

This yacht is fully equipped with everything you need to cruise in absolute luxury including Zero speed anti-roll-gyro stabilisers. Private use only-low hours. Viewing is highly recommended.

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photo: Gilles Martin-Raget

AORI Wally 80

Styling and interiors of Wally and Lazzarini Pickering Architects, hull lines of Farr Yacht Design. AORI features a canting keel for enhanced performance and comfort. Accommodation for 6/8 in 3 cabins plus crew. Wally, 2004 - 23.99 m / 78' 8" Asking price € 3,300,000

GESEN 47 Wallypower

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Azimut 116

"ACTIVA CLUB" Azimut 116 | 2006 | €5.950.000 | VAT and Spanish Matriculation Tax paid

Tremendous volume, huge entertaining areas, sleeps up to 14 guests in 5 cabins + convertible media room.
Zero speed stabilizers. Low hours. All RINA certificates up to date (2011) and ready to go.



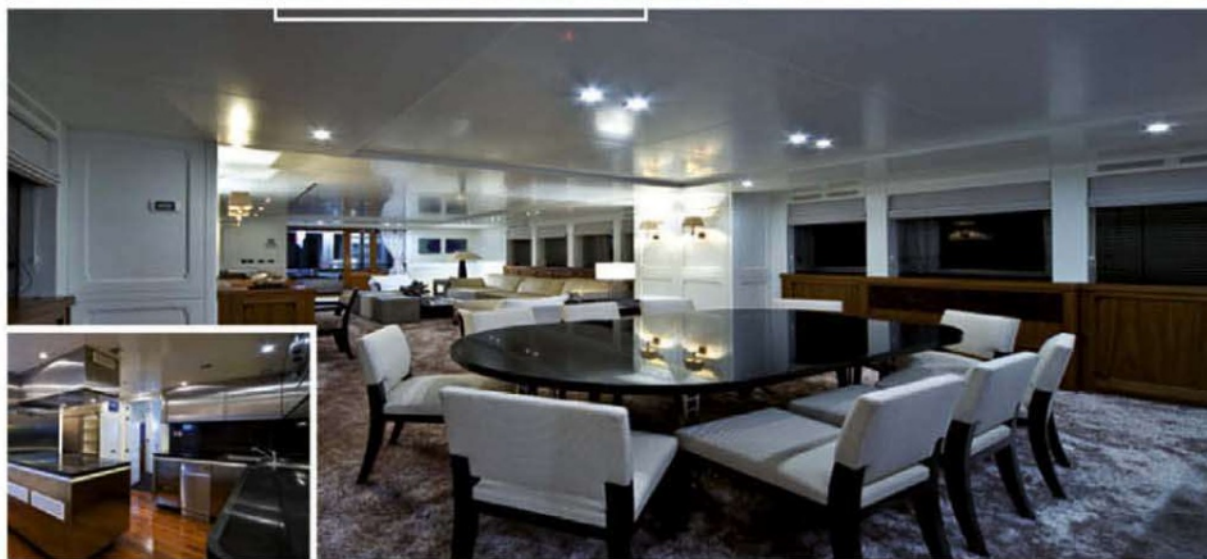
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OBSESSION II

CIM 115' / 4.500.000 € / LOA 34.20M / BUILT 02

BERRET RACOUPEAU DESIGN / 8 GUESTS - 5 CREW

Obsession II combines exceptional space and sumptuous accommodation with a well designed aluminium hull for performance. Completing her circumnavigation soon she is now seriously for sale.



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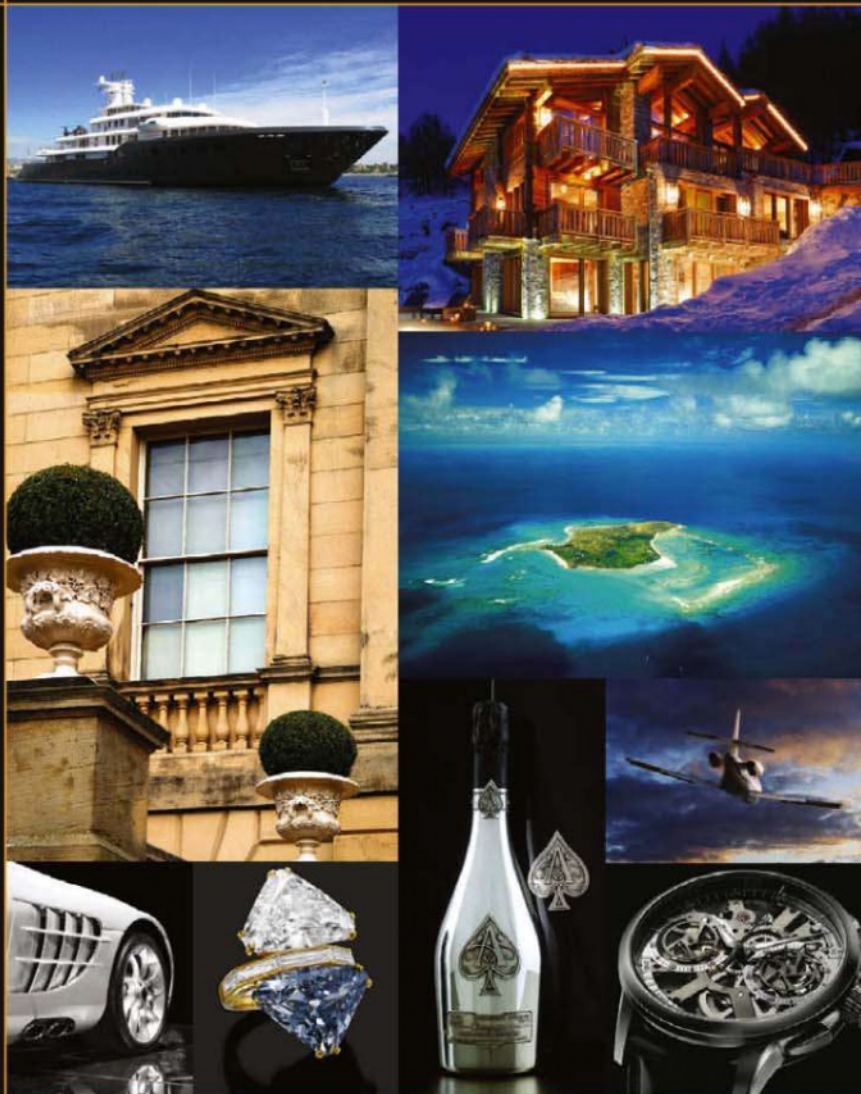
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SW 100 DS - Fado (2007)

30,20m Designed by Farr Yacht Design & Nauta Design; UK Flag; VAT paid; Central Agency; Lying in Genoa (Italy)



SW 80 DS - Acaia Cube (2003)

23,99m Designed by Farr Yacht Design & Nauta Design; Italian Flag; VAT paid; Central Agency; Lying in Naples (Italy)



SW 78 RPN - Mrs. Marietta (2002)

23,99m Designed by Reichel Pugh & Nauta Design; UK Flag; VAT paid; Central Agency; Lying in Genoa (Italy)

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SOLAL. Sanlorenzo 82. Built 1999, delivered 2000. Dim: 23m95 x 6m00. This Sanlorenzo is in excellent condition and under MCA. Maintained to the highest standards. Caterpillar diesels. Four cabins with ensuite bathrooms plus separate crewcabins. Maintained to the highest standards, beautiful interior with new furnishings. She is truly ready to go. Lying: South of France.



Belle de Jour. Long range, twin screw motoryacht with steel hull and aluminium superstructure. Built 1994. Dim: 21m20 x 5m75. Designed by Pieter Beeldsnijder and custom-built by Hakvoort shipyard in the Netherlands. Maple interior with saloon, separate galley and pilothouse on maindeck. Full-beam owner's cabin, VIP cabin and guestcabin each with bathroom ensuite. Crewcabin upfront. Easy to handle family-yacht. Lying the Netherlands.



Lady Anne. Truly Classic 56 by Hoek Design. Dim: 17,50 x 4,45 x 2,40m. Built in 1998 by McMullen & Wing, refit in the Netherlands 2009/2010. Elegant sailingyacht with in-boom mainsail and electric furlers. New North 3DL sails, new Raymarine electronics, new Awlgrip on hull, mast and boom. Yanmar turbo 100HP, Whispergen. Sleeps 6 in two cabins. Lying: the Netherlands.

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SWAN 90 KORA 5 The Swan 90 has set a new benchmark in the cruiser/racer category combining first class build quality, meticulous detail, unrivaled sea keeping and exhilarating performance. 'Kora 5' is a full carbon flush deck version with many upgrades to make her competitive on the race course as well as a practical short-handed cruiser. Available for immediate delivery, she is now lying in Italy and can be viewed by appointment.



SWAN 90 RED SULA This remarkable Swan 90 has been equipped to the highest possible level with an incredible list of options, no expense has been spared and no short cuts taken. Full carbon fibre hull and deck in semi-raised saloon configuration, she is well set up for short handed sailing with an in-boom furling mainsail and lifting keel that reduces her draft to only 3 metres (9'6") Bow and stern thrusters facilitate maneuvering and twin generators provide ample power. Presently lying in the Northern Adriatic, she is offered for sale in EU VAT Paid status and is available for immediate delivery.

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Tenaz

www.Tenaz.co.uk

Length 40m (131')

Launched 1996

Builder Pendennis, UK

Designer Dubois Naval Architects

Guest Staterooms 4

Price €7.55M

Tenaz has earned a superb reputation for her performance under sail and she is capable of sailing the world in comfort, speed and style. Recently refitted, she is 'ready to go'.



Aime Sea

www.AimeSea.co.uk

Length 35.1m (115')

Launched 1994

Builder Alloy Yachts, New Zealand

Designer Dubois Naval Architects

Guest Staterooms 4

Price €5.9M

World class fast cruising yacht that combines a good sailing performance with a versatile layout. **Aime Sea** has a spacious interior, flooded with natural light and accommodates eight guests in luxury.



Inmocean

Length 41m (135')

Launched 2008

Builder Fitzroy Yachts, New Zealand

Designer Dubois Naval Architects

Guest Staterooms 3

Price €12.5M

The 41m classic sloop **Inmocean** has an interior by Adam Lay Studio, with the owner and guest accommodation forward in three cabins while the crew is aft in three cabins. Designed for long ocean passages and "off the beaten track" cruising, **Inmocean** is striking, timeless and a joy to sail.



See Mondango at Monaco Yacht Show

Mondango

www.Mondango.co.uk

Length 51.7m (170')

Launched 2008

Builder Alloy Yachts, New Zealand

Designer Dubois Naval Architects

Guest Staterooms 5

Price €30M

Mondango is a high performance ketch with the ability to stay operational for extended voyages without shore based support. Her modern and fresh interior by Raymond Langton offers luxury accommodation for 10 guests.

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and entering the export market with humility is a matter of respect... »*
Catherine Relandeau

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126' Fife Schooner

€2,500,000
West Med



From 2003, she is a real honey. She combines the extraordinary designs of William Fife Junior with the best of today's technology, a thoroughly successful marriage of old and new. Available for full scale head turning duties now, she'll bring some real sunshine into your life.



23m Gannon & Benjamin

US\$1,200,000
Martha's Vineyard



From 2001, she has sailed to Martha's Vineyard to celebrate her 10th anniversary in true style. A book about her build (all the best superstars have biographies and hers is fab) was published last year. An iconic New England Schooner from an unbeatable American yard, she is now available to see, touch and write a cheque for at her place of birth.



BERTHON

The Seventeenth Berthon Collection
of secondhand yachts for sale

Contact us for full entry details

the collection

16-25 SEPTEMBER - 2011

FROM 10.00 HOURS TO 18.00 HOURS EACH DAY

24m Van de Stadt Cutter

US\$1,950,000 + VAT
Palma



Superior yacht building from Down Under, Kelly Archer is a really fab yard. Powerful Van de Stadt hull shape and superb Andrew Winch interior. From 2000, meticulously spooled, she can be sailed by a crew of 2 effortlessly yet she accommodates many more if needed. For planet circuiting, she is true magic carpet material.



DIAMONDS ARE FOREVER

This stunning 200' (61 metre) BENETTI features a signature Evan Marshall interior comprising of two panoramic master suites, four guest staterooms, elevator to all decks, a full beam skylounge and vast open & shaded deck areas. Technological superiority ensured by Millennium Edition build supervision.



for charter late 2011

YACHTS
OCEAN



Peter Thompson pt@ocyachts.com +44 7788 755334
Michael White mike@ocyachts.com +44 7785 360845

CUOR DI LEONE

Superb 50m (164') Benetti launched in 1999; recently completed a **USD4m** refit in Italy including incredible interior finishes, total repaint, new generators; the list is extensive! 12 guests in 6 suites plus 12 crew maximizes her potential for private and charter use. **Owner highly motivated to sell now!**

Cuor Di Leone will feature at both the Monaco Yacht Show and Fort Lauderdale International Boat Show.



motivated Owner
aggressively for sale now!

SCS COCEAN



Peter Thompson: pt@ocyachts.com +44 7788 755334
Michael White: mike@ocyachts.com +44 7785 360845



MONTIGNE

Launched in the middle of 2009 this stunning 57m motor sailor, built by Aegean Yacht, is a true worldwide cruising vessel of the highest calibre. Accommodates 14 guests in 6 cabins.
Price: 16,500,000 EUR
Central Agents for sale and charter.



PURE PLEASURE

This 2003 Pershing 76 has one Owner from new and never chartered. With a brand new teak deck and engines fully inspected, PURE PLEASURE is an opportunity not to be missed!
Price: 1,550,000 EUR (VAT Paid)
Central Agents.



CARBON OCEAN YACHTS - NEW BUILD

Performance like no other; a 25.1m new-build carbon series that excels either racing or cruising, without compromise! Accommodates 6 guests in 3 cabins.
Price: 8,995,000 USD
Central Agents.



NEW LIFE - PRICE REDUCTION

Commissioned and first used in 2002, and with many recent upgrades, this fast and stylish Falcon 100 has proved a successful private and charter yacht.
Price: 1,845,000 EUR
Central Agents for sale and charter.



CHRIMI I

Sporty 27m Ferretti 881 launched in 2007 and accommodating 8 guests in 4 cabins. Extensive specification and ready for cruising. Owner very keen to sell. Lying in Mallorca.
Price: 3,490,000 EUR (VAT Paid)
Central Agents.

PSYRAX

31m Van Dam Nordia built in 2005 with sleek modern interior. With accommodation for 6/8 guests in 3/4 cabins. After an extensive refit last year PsyraX is in an excellent condition and is ready for an Owner that wants to cruise around the world! Complete overhaul of the engine and generators. New paint job for hull and superstructure, mast & boom and anti-fouling.
Price: 5,750,000 EUR (VAT Paid)
Joint Central Agents.

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MONACO

38m Feadship from 1982, comprehensively refitted in 2006 by Pendennis, in A1 condition and turn-key in every respect. MONACO has been cherished under her current ownership and is keenly for sale. A good buying opportunity.

Price: 5,500,000 EUR (VAT Paid)

Central Agents for sale and charter.



ERMIS²

A 37.5m wolf in sheep's clothing. 55+ knots, triple MTU & KaMeWa jets, winner of numerous awards, ultra lightweight Rob Humphreys design, with accommodation for 8/10 guest in 4 staterooms. This is no ordinary yacht, and is really rather special!

Price: 16,000,000 EUR (VAT Paid)

Joint Central Agents.

OCEANINDEPENDENCE



ASLEC 3 - FURTHER PRICE REDUCTION

32m superb Tommaso Spadolini design with contemporary Celeste dell'Anna interior from 2007. Exceptionally versatile accommodation for 12 guests in 5 cabins. With a top speed of 30 knots and RINA classified.

Price: 3,995,000 EUR (VAT Paid)

Central Agents.



MERLIN - NEW CENTRAL AGENCY

This 30m steel, 2010 built, Turkish motor sailor has excellent volume. She sleeps 10 guests in 4 well-appointed cabins. Quality rigging and deck equipment make here a very comfortable cruising yacht.

Price: 6,950,000 EUR. Central Agents.



ELEMENT - PRICE REDUCTION

Unique 42.7m Cantieri di Pisa built in 2002 and continually upgraded since. Lloyds 100 A1, full MCA Commercial certification plus mini ISM. Envious charter record.

Price: 7,950,000 EUR

Joint Central Agents.



LA LUNA - NEW CENTRAL AGENCY

True high performance Custom Dixon 73 cruiser with proven blue-ocean track record. Built in 2008 out of composite and continually improved and upgraded; new paint and new carbon rig in 2010. Accommodates 6 guests in 3 cabins.

Price: 2,825,000 GBP

Central Agents.

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London +44 207 381 7600

Monaco +377 9770 3880

Mumbai +91 982 022 9743

Palma de Mallorca +34 971 404 412

Vienna +43 1 907 61 36



ANEDIGMI - NEW CENTRAL AGENCY

This 49.68m OCEANCO is now probably in the best shape of her life after a recent multi million EUR refit. Full ISM/ISPS certified, zero speed stabilised and ready for a new proud Owner. Can accommodate 12 guests in 6 cabins.

Price: 14,000,000 EUR

Central Agents.



ONYX

2009 Sanlorenzo 40 Alloy with recent 1.3m EUR price reduction - excellent value especially when compared to a new build! The main deck features four side balconies of which two are in the full beam Owner's suite. Impressive first charter season in 2010.

Price: 13,500,000 EUR

Central Agents for sale and charter.

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OCEANCO



Explore a new dimension

THE PREDATOR 115

115



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See us at the PSP Southampton International Boat Show 16 – 25th September 2011



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